AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

ARRANGEMENTS AND PROCEDURES FOR FLIGHT OPERATIONS IN AFGHANISTAN AIRSPACE

1. The Combined Forces Air Component Commander (CFACC) is the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR). However, aircraft require Ministry of Transport and Civil Aviation (MoTCA), of the Government of Afghanistan (GOA) approval to land at or depart from aerodromes designated Prior Permission Required (PPR) within the Kabul FIR. Such approval is to be obtained by contacting the MoTCA via the procedures described in AIP GEN 1.2.

2. The Afghanistan AIP is formatted in accordance with Annex 14 to the Convention on International Civil Aviation. The procedures contained in this AIP are designed for the safety of all aircraft flying in the Kabul FIR, particularly Humanitarian Aid (HA) flights carried out by the United Nations, Non-Governmental Organizations (NGOs), other International Organizations (IOs), military flights and authorized civilian and State flights. Operators must review Notice to Airmen (NOTAMs) regularly for changes affecting the information in this document.

3. Operators organizing and/or conducting flights in the Kabul FIR must comply with all regulations specified in Afghanistan AIP. Although particular attention should be paid to the following AIP entries it is essential all operators have a thorough working knowledge of the document:

Entry, Transit and Departure of Aircraft	GEN 1.2
MoTCA Approval	GEN 1.2.1.5
Risks to Flight and Compliance with These Procedure	GEN 1.2.2.1
Intercept Procedures	GEN 1.2.2.2
Required Navigation Performance Criteria	GEN 1.5.2
Transponder Operations	GEN 1.5.3
Equipment Failure Procedures	GEN 1.5.4
NOTAM Information	GEN 3.1.3.5.1
Types of Air Traffic Control Service	GEN3.3.3
Minimum Flight Altitudes	GEN 3.3.5
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Emergencies and Search and Rescue (SAR)	GEN 3.6
Flight Rules	ENR 1.1
Altitude and Airspace Restrictions	ENR 1.2.2
Airspace Classification	ENR 1.4
Holding, Approach and Departure Procedures	ENR 1.5
Radio Failure procedures	ENR 1.6.2
Altimeter Setting Procedures	ENR 1.7
Regional Supplementary Procedures	ENR 1.8
PPR Validity	ENR 1.9.1.4
International Security Assistance Force (ISAF) Operations	ENR 1.9.4
Flight Planning	ENR 1.10
Intercept Procedures	ENR 1.12
Air Traffic Incidents	ENR 1.14
Airway Control/Intercept Procedures	ENR 2.1.1.3
Avoidance Areas	ENR 2.1.3.1.2

Avoidance Areas	ENR 2.1.3.1.3
Route Descriptions Lower	ENR 3.1
Route Descriptions Upper	ENR 3.2
Prohibited, Restricted and Danger Areas	ENR 5.1
Other Activities of a Dangerous Nature and Other Potential Hazards	ENR 5.3
Airport Information	AD 2.1

AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

1. The following table provides a summary of notable or significant changes. Changes correcting spelling mistakes, syntax errors and formatting errors are not listed.

2. This Summary of Changes is made with all due care but should not be used exclusively or without reference to the AIP. Moreover, this Summary of Changes is provided only to assist with the effective use and maintenance of the Afghanistan AIP and is not an authoritative document in its own right.

Paragraph / Page	Description of Change
ENR 5.1-3	KANDAHAR RANGE renamed TARNACK RANGE.
ENR 5.1-3	Deleted OA/R 103 DOWREY RANGE.
AD OAKN	Kandahar entry updated.
AD OAHR	Herat entry updated.
AD OAMS	Mazar-e Sharif entry updated.
ENR 3.1-6	Airway V838 trial extension made permanent.
ENR 3.1-2,3	Airway V718 rerouted and extended DILAM-VACUK-EMERO-SERKA
AD 2.1-13,14	Updated Kabul navigation aid entry.

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

OAHR A0531/07	AD 2.1-45
OAIX A0653/07	AD 2.1-35
OAIX A0566/07	AD 2.1-29
OAIX A0504/07	AD 2.1-29
OAIX A0503/07	AD2.1-30
OAIX A0502/07	AD2.1-29
OAIX A0383/07	AD 2.1-29
OAIX A0232/07	AD 2.1-34
OAKN A0686/07	AD 2.1-24
OAKN A0672/07	AD 2.1-19
OAKN A0493/07	AD 2.1-24
OAKN A0421/07	AD 2.1-18
OAKN A0255/07	AD 2.1-21
OAKN A0211/07	AD 2.1-20
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REPUBLIC OF AFGHANISTAN

AERONAUTICAL INFORMATION PUBLICATION (AIP)

TWENTIETH EDITION

Combined Forces Air Component Commander
The Ministry of Transport

This AIP is current as of 5 JUL 07

CONSULT NOTAMS FOR LATEST INFORMATION

Changes and Amendments in red and side barred.
Deletions denoted by bolded D in side bar; e.g.

D

PART 1 – GENERAL (GEN)

GEN 0.1 PREFACE

0.1.1 Name of the publishing authority: The Combined Forces Air Component Commander (CFACC), in coordination with the Ministry of Transport and Civil Aviation (MoTCA), is the publishing authority for this AIP.

0.1.2 Applicable ICAO documents: The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention of International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are detailed in subsection GEN 1.7.

0.1.3 The AIP Structure

0.1.3.1 The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in Subsection GEN 3.1. The AIP consists of three parts; General (GEN), En-route (ENR) and Aerodromes (AD). Each part is divided into parts, sections, and subsections, as applicable.

Part 1 – General (GEN)

Part 1 consists of five sections containing information as briefly described below.

GEN 0	Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and Table of Contents to Part 1.
GEN 1	National Regulations and Requirements - Designated authorities; Entry; Transit and Departure of Aircraft; Transit and Departure of Passengers and Crew; Entry, Transit and Departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements/Conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.
GEN 2	Tables and Codes - Measuring System, Aircraft Markings and Holidays; Abbreviations used in AIP; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables; and Sunrise/Sunset Tables.
GEN 3	Services – Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.
GEN 4	Fees and Charges.

Part 2 – En-route (ENR)

Part 2 consists of seven sections containing information as briefly describe below.

ENR 0 Preface; Record of AIP Amendment; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 2.

ENR 1 General Rules and Procedures – General Rules; Instrument Flight Rules; ATS Airspace Classification; Holding; Approach and Departure Procedures; Radar Services and Procedures; Altimeter Setting Procedure; Regional Supplementary Procedures; Air Traffic Flow Management; Flight Planning; Addressing Of Flight Plan Message; Interception Of Civil Aircraft; Unlawful Interference and Air Traffic Incidents.

ENR 2 Air Traffic Services (ATS) Airspace – Detailed Description of Flight Information Regions (FIR) and Terminal Control Areas (TMA).

ENR 3 ATS Routes.

ENR 4 Radio Navigation Routes Aids/Systems – Radio Navigation Aids - En-Route; Name-Code Designators for Significant Points; and Aeronautical Ground Lights - En-Route.

ENR 5 Navigation Warnings – Prohibited, Restricted and Danger Areas.

ENR 6 En-Route Charts - En-route Chart – ICAO and Index Charts.

Part 3 – Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described below.

AD 0 Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the table of Contents to Part 3.

AD 1 Introduction - Aerodrome Availability; Rescue and Fire Fighting Services; and Index to Aerodromes.

AD 2 Detailed Information about Aerodromes.

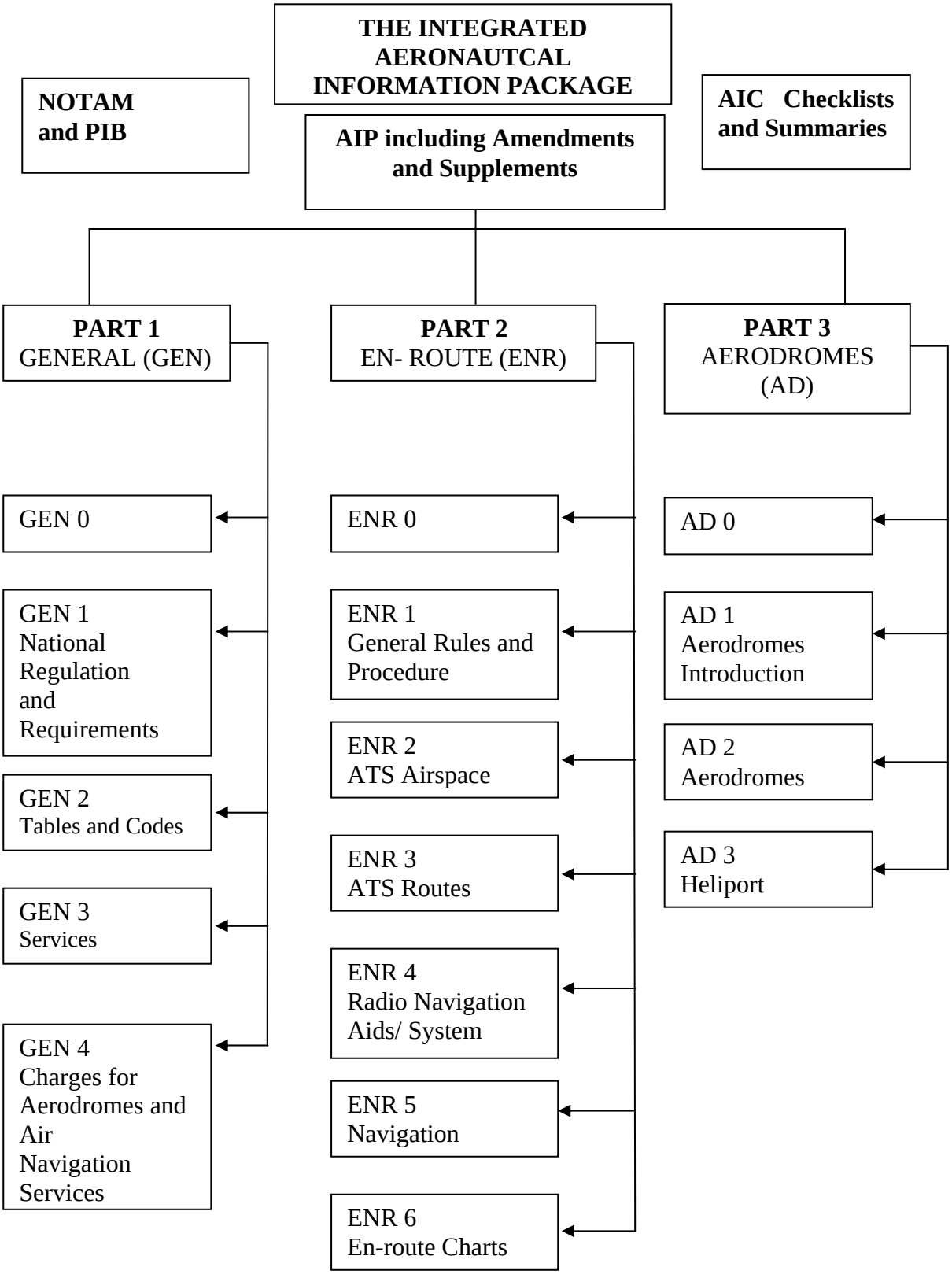
0.1.3.2 Regular Amendment Interval: Amendments to the AIP will be issued as required and when necessary. This AIP follows the AIRAC 56 day cycle. Supplements and NOTAMS will precede amendments as required and can be found at the RAMCC website (http://ramcc.dtic.mil). Operators must review NOTAMs regularly for changes affecting the information in this document. The AIP is distributed as a complete document via electronic format from the RAMCC website only. There are no partial changes. Users are cautioned to ensure that printed or saved electronic copies are checked each Aeronautical Information Regulation and Control (AIRAC) cycle (see AERONAUTICAL PUBLICATIONS 3.1.4) to ensure their regency against the RAMCC website.

0.1.3.3 Service to contact in case of detected AIP errors or omissions: In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions, which may nevertheless be detected, as well as any correspondence concerning the publications mentioned in this preface, should be referred in writing or emailed by two weeks prior to the publication due date to:

AFGHANAIP@auab.centaf.af.mil.

0.1.3.4 Calling DSN phone numbers listed in the AIP. To call a military airfield that has a DSN number listed in the AD section call commercial +974-458-9555. You will hear "You have reached Al Udeid Airbase, at the tone, please enter the 7 digit extension of the party you wish to reach or 0." You will hear a dial tone. At the dial tone, enter the seven digit number as listed in the AIP.

0.1.3.7 Calling Synergie Red numbers listed in AIP. To call a military airfield that has a Synergie Red number listed in the AD section call commercial +44 (0)207 218 9000. You will be connected with the British Ministry of Defence operator. Ask them to connect you to the number listed in the AIP.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GEN 0.2 RECORD OF AIP AMENDMENTS

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Ed No.	**Effective date**	**Date inserted**	**Inserted by**
Ed 14	03 AUG 06	NEW FORMAT	
Ed 15	28 SEP 06		
Ed 16	23 NOV 06		
Ed 17	18 JAN 07		
Ed 18	15 MAR 07		
Ed 19	10 MAY 07		
Ed 20	5 JUL 07		

AIP AMENDMENT			
Serial No.	**Effective date**	**Date inserted**	**Inserted by**

GEN 0.3 RECORD OF AIP SUPPLEMENTS

Serial No.	Subject	Section(s) affected	Period of validity	Cancellation record

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

Section or page affected	Amendment Text	Introduced by AIP AMDT Serial No.

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 3 SERVICES

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1.1.1 Introduction

1.1.1.1 The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

The Combined Forces Air Component Commander (CFACC):

Combined Air Operations Center
CENTAF A3 FWD
Airfield Operations Cell
ATTN: Afghanistan AIP
APO AE 09309
Email: AFGHANAIP@auab.centaf.af.mil

Ministry of Transport and Civil Aviation (MoTCA), Afghanistan:

Ministry of Transport
Mr. Jawid
P.O. Box 165
Kabul, Afghanistan
Commercial Phone: +93 020 210 10 30

Technical Deputy Minister: Eng. Raz Mohammad Alami
Commercial Phone: +93 (0)20 210 1031
Mobile Phone: +93 (0)700 288 662
+93 (0)799 360 360

President Civil Aviation Operations: A.Q. Basharyar
Commercial Phone: +93 (0)20 210 1034
Mobile Phone: +93 070292130

Technical President of Civil Aviation: Mr. S.K. Zewari
Commercial Phone: +93 079 30 2233

Commercial FAX: +873 762 23846

AFTN Address: OAKBYAYX

Kabul ACC:

TEL: DSN 318-237-6840
+93 0798 217 076 cell (International)

AFTN Address: OAKXZQZX

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1.2.1 General

1.2.1.1 Introduction

1.2.1.2 The requirements for entry, transit and departure of aircraft engaged in international flights and the procedures for clearance of these aircraft at designated airports in Afghanistan are given for the information and guidance of operators conducting international flights.

1.2.1.3 The Ministry of Transport and Civil Aviation (MoTCA) is the agency responsible for Afghanistan's obligations under the provisions of Annex 9 (Facilitation) of the Chicago Convention. The MoTCA is responsible for coordinating with other agencies for the development and implementation of policy and coordination of ICAO matters.

1.2.1.4 At the invitation, and on behalf of the MoTCA, the Combined Forces Air Component Commander (CFACC) is the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR) effective from 0730 UTC 11 February 2002 until further notice. The procedures for flight operations detailed here are mandatory for all aircraft operators authorized to fly in the Kabul FIR.

1.2.1.5 MoTCA has responsibility for all operational and safety matters relating to civil aviation into, within and from Afghanistan territory. All aircraft require MoTCA approval to land at or depart from an Afghan aerodrome. **MoTCA approval can be gained by submitting requests 24-48 hours prior, to telephone number 852-93272168, through fax at 852-93278968 or via the AFTN line OAKBYAYX.** Replies from MoTCA will be sent via a fax or the AFTN. Once in receipt of a MoTCA approval number, operators need to obtain appropriate permission from airfields and file an international flight plan with closest ATC agency.

1.2.1.6 Airfields that are Prior Permission Required (PPR) are identified via NOTAM. Aircrew/scheduling agencies are required to call/e-mail the local airfield manager to obtain PPR approval. For all International Security Assistance Force (ISAF) flights see ENR 1.9.4, all others should reference ENR 1.9.3. PPR forms/contact numbers are available from the RAMCC website, http://ramcc.dtic.mil. PPR requests must be submitted and approved by the airfield before an aircraft can fly to that airfield. Failure to obtain a PPR will result in denial of landing clearance as well as possible future denial of all PPR requests.

1.2.1.7 For overflights, all aircraft require MoTCA approval. MoTCA approval will be gained through the same means as arrivals and departures outlined in 1.2.1.5.

1.2.1.8 All aircraft operating within the Kabul FIR must be familiar with ENR 1.8 Regional Supplementary Procedures.

1.2.2 Risks to Flight and Compliance with AIP procedures

1.2.2.1 All operators are advised there is an increased risk of hostile, non-military actions against aircraft and should be aware of on-going military operations in Afghanistan. Compliance with AIP procedures is mandatory. Safety of aircraft operating in the Kabul FIR requires strict adherence to AIP procedures. Operators should review NOTAMs regularly,

using their appropriate systems and methods, for any changes that may affect the information contained in this document and make their own risk assessment based on all available information. Due to potential delays in transferring military NOTAM information into international NOTAM database, all operators are advised to also review NOTAMs on the Defense Internet NOTAM site (DINS) available at: https://www.notams.jcs.mil

1.2.2.2 All aircraft operators shall comply strictly with the provisions of the permission granted for their aircraft and shall adhere to the international designated air routes. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter aircraft, fines or future airspace denial. Aircraft operators must be familiar with, and follow, international intercept procedures contained in Annex 2, Rules of the Air, to the Chicago Convention, para 3.8 and Appendix 2, Sections 2 and 3. Pilots are to continuously monitor the VHF emergency frequency 121.5 MHz and operate their transponder at all times during flight. ACA reserves the right to deny aircraft with inoperable transponders access to Kabul FIR. Aircraft operating within the Kabul FIR may also be instructed to deviate from their filed route due to temporary flight restrictions imposed by ACA.

1.2.2.3 All Afghanistan airports with the exception of Kabul and U.S. Military airports have limited or no ATC, Meteorology, Fire and Rescue or ground support services. In addition all pavements at these airports are in poor condition. Crews that operate to, at or from these airfields do so entirely at their own risk.

1.2.3 Quarantine Considerations.

1.2.3.1 As a preventive measure against foot and mouth disease, the floor and wheels of aircraft leaving Afghanistan should be cleaned prior to departure.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1.3.1 Incoming passengers are required to complete a customs declaration. All baggage or articles belonging to the disembarking passengers are subject to customs inspection. Visas are required for some travelers for entry.

1.3.2 No departure formalities are required upon departure for embarking passengers. Visas are required for some travelers to exit.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1.4.1 Customs entry and clearance of cargo and unaccompanied baggage destined for points within Afghanistan must be completed at the first international airport of entry.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.5.1 General: Commercial air transport aircraft operating in Afghanistan must adhere to the provisions of ICAO Annex 6 – Operation of Aircraft, Part 1 – International Commercial Air Transport – Aeroplanes, Chapter 6 (Aeroplanes Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.5.2 RNP-10 Requirements

1.5.2.1 All civil and State overflight aircraft operating within the Kabul FIR must be approved by the State of the operator or the State of Registry for Required Navigation Performance 10 (RNP-10). All aircraft operating RNP-10 in Afghanistan airspace shall have at least dual carriage of navigation systems of integrity such that the navigation system does not provide misleading information. Additionally, all aircraft shall meet a lateral track keeping accuracy equal to or better than ± 10 NM for 95% of the flight time in RNP-10 airspace and aircraft shall meet longitudinal track positioning accuracy of ± 10 NM for 95% of the flight time in RNP-10 airspace. Aircraft that are unable to meet the minimum navigational requirements for RNP-10 will not be permitted to operate IFR within the Kabul FIR.

1.5.2.2 Due to the present nature of Afghanistan airspace, before entering RNP-10 airspace, the aircraft's position should be checked as accurately as possible by using external Navigation Aids (NAVAIDS). This may require distance measuring equipment (DME) and/or DME/VHF Omni-directional Range (VOR) checks to determine navigation system errors through displayed and actual positions. If the system is updated, the proper procedures should be followed with the aid of a prepared checklist.

1.5.3 Transponder Operation

1.5.3.1 All aircraft operating in the Kabul FIR shall be equipped with serviceable pressure altitude reporting transponders. Operators shall ensure Mode C is turned on at all times and advise air traffic control of any malfunctions.

1.5.3.2 All aircraft will ensure their transponder is set to the assigned code provided by air traffic control for civil operators, the Air Tasking Order for military operators, when applicable, or AMCC for ISAF operators. VFR aircraft will be assigned a discrete 1200 code by air traffic control.

1.5.3.3 All aircraft overflying the Kabul FIR shall squawk the previous ACC assigned mode 3A code or 1200.

1.5.4 TCAS Requirement

1.5.4.1 All civilian aircraft operating at or above FL240 must have TCAS.

1.5.4 Equipment Failure Procedures

1.5.4.1 Crews shall advise ATC when any deterioration or failures of the navigation equipment below the navigation performance requirements are encountered or if any deviations are required for contingency procedures. At a minimum, the following information shall be transmitted:

a. Call sign.
b. Flight level.
c. Direction of flight.
d. Position.

1.5.4.2 Aircrews shall advise ATC of any deterioration or failure of navigation equipment below RNP-10 navigation performance requirements by stating “Unable RNAV due to equipment.” ATC will then attempt to provide alternative separation standards and/or routings.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1.6.1 Not available at this time.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS RECOMMENDED PRACTICES AND PROCEDURES

NOTE: Due to the nature of operations within the Kabul FIR, some deviations from ICAO Standards, Recommended Practices and Procedures may not be detailed in this AIP.

ANNEX 1	**PERSONNEL LICENSING, 8th Edition:**	NIL
ANNEX 2	**RULES OF THE AIR, 9th Edition:**	NIL
ANNEX 3	**METEOROLOGY, 13th Edition:**	NIL
ANNEX 4	**AERONAUTICAL CHARTS, 9th Edition:** The Afghanistan AIP is at variance with Chapter 4 Section 4.2. Aerodrome Obstacle Chart – ICAO Type B is not available for airports in Afghanistan. Enroute charts are at variance with Annex 4.	
ANNEX 5	**UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 4th Edition:**	NIL
ANNEX 6	**OPERATION OF AIRCRAFT, 7th Edition:**	NIL
ANNEX 7	**AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 4th Edition:**	NIL
ANNEX 8	**AIRWORTHINESS OF AIRCRAFT, 8th Edition:**	NIL
ANNEX 9	**FACILITATION, 10th Edition:**	NIL
ANNEX 10	**AERONAUTICAL TELECOMMUNICATIONS, 5th Edition:**	NIL
ANNEX 11	**AIR TRAFFIC SERVICES, 12th Edition:** Military contractors and Afghanistan air traffic controllers are currently providing the air traffic services within Afghanistan.	
ANNEX 12	**SEARCH AND RESCUE, 6th Edition:**	NIL
ANNEX 13	**AIRCRAFT ACCIDENT INVESTIGATION, 8th Edition:**	NIL
ANNEX 14	**AERODROMES, 3rd Edition:** Some of the facilities and procedures described in AD 2 may not comply with Annex 14.	
ANNEX 15	**AERONAUTICAL INFORMATION SERVICES, 10th Edition:** The Afghanistan AIP is at variance with Chapter 4, paragraph 4.1.3. Precision Approach Terrain Charts are not produced yet. Additionally, the AIP is at a variance with Chapter 6 in that a complete Aeronautical Information Regulation and Control System (AIRAC) has not been implemented in Afghanistan.	
ANNEX 16	**ENVIRONMENTAL PROTECTION, 3rd Edition:**	NIL

ANNEX 17	**SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 6th Edition:**	NIL
ANNEX 18	**THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 2nd Edition:**	NIL

Other ICAO DOCS: RNP-10 airway dimensions deviate from ICAO Doc 9613-AN/937 Manual On Required Navigation Performance (RNP) second edition — 1999, in that the airways are only 10 miles wide either side of centerline.

GEN 2 TABLES AND CODES

2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS & HOLIDAYS

2.1.1 Units of Measurement:

Aeronautical stations within the Kabul FIR shall use the following table of units of measurement:

Measurement	Units Used
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and Tenths (e.g., 2.1NM)
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, Elevations and Heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute (FPM)
Wind direction for landing and take off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting (barometric pressure)	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tonnes or Kilograms
Time	Hours and minutes beginning at midnight UTC in 24 hour format

2.1.2 Time System: Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed in 24-hour format to the nearest minute, e.g. 13:40:35: is reported as 1341.

2.1.3 Geodetic Reference Datum: All published geographical coordinates indicating latitude and longitude are expressed in World Geodetic System 1984 (WGS84). WGS84 is applicable within the area of responsibility of the Aeronautical Information Service (i.e., the entire territory of Afghanistan).

2.1.4 Aircraft Nationality and Registration Marks

2.1.4.1 The nationality mark for aircraft registered in Afghanistan is the letters ‘YA’. The nationality mark is followed by a hyphen and a registration mark consisting of three letters (e.g., YA-ABC).

2.1.4.2 All aircraft markings must be displayed IAW ANNEX 7 To The Convention On International Civil Aviation Fourth Edition — July 1981 International Standards Aircraft Nationality And Registration Marks.

2.1.5 Public Holidays

2.1.5.1 Religious holidays in Afghanistan are celebrated according to the lunar calendar, and other holidays such as Independence Day, and New Year's Day are celebrated based on the solar calendar. Significant holidays[1] are:

2.1.5.1.1 EID AL-FITR Day - After a month of Fasting (Ramadan).

2.1.5.1.2 EID AL-ADHA Day - Tenth day of the twelfth month of the Islamic (Hijra) calendar. The day commemorates the Prophet Abraham's devotion to God.

2.1.5.1.3 Remembrance Day for Martyrs and Disabled - May 4.

2.1.5.1.4 NOWROZE Day - March 21. This is the first day of spring (New Year's Day for the solar calendar).

2.1.5.1.5 JESHEN Day (Independence Day) - August 19.

2.1.5.1.6 MAWLEED AL-NABI Day - The 12th day of the month Rabi al-Awal in the Islamic calendar. On this day, people celebrate Prophet Muhammad's birthday.

2.1.5.1.7 ASHURA Day - Tenth day of the month Muharram in the Islamic calendar. This is a day of mourning. It commemorates the martyrdom of Prophet Muhammad's grandson Hussain and his followers at the battle of Kerbala.

[1] Source: http://www.afghan-web.com/culture/holidays.html

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

(A)

A(A0-A5)*	Amplitude modulation (AM)
A/A	Air – to – Air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ACC	Area control center or area control
ACFT	Aircraft
ACL	Altimeter check location
ACN	Aircraft classification number
ACT	Active (activated, activity)
ADF	Automatic direction-finding equipment
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
A/G	Air – to – ground
AGA	Aerodrome, air routes and ground aids
AGL	Above ground level
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIS	Aeronautical information service
ALT	Altitude
ALTN	Alternate (aerodrome)
AMD	Amendment (amend, amended)
AMDT	Amendment (AIP AMDT)
AMSL	Above mean sea level
ANC*	Aeronautical chart 1:500, 000
AOC	Aerodrome obstacle chart
ANP	Air navigation plan
APCH	Approach
APP	Approach control office or Approach control or approach control services
APR	April
APRX	Approximate
APU	Auxiliary power unit
APV	Approve (approved)
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARR	Arrive or arrival
ASDA	Accelerate-stop distance
ASPH	Asphalt
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATD	Actual time of departure
ATIS	Automatic terminal information service
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUW	All up weight
AVASIS	Abbreviated VASIS
AVBL	Available
AVGAS	Aviation gasoline

(B)

BA	Braking action
BCN	Beacon (Aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BLDG	Building
BLW	Below
BRG	Bearing
BTN	Between

(C)

C	Degrees Celsius (Centigrade)
CAT	Category
CH	Channel
CHG*	Change or changed
CIV	Civil
CLSD	Closed

CM	Centimeter
CNL	Cancel or cancelled
COM	Communication
CONC	Concrete
COP	Change/over point
COR	Correct, corrected or correction
CS*	Callsign
CTA	Control area
CTR	Control zone
CUST	Customs
CWY	Clearway

(D)

D…	Danger area (followed by
DB*	Decibel (noise level)
DCA*	Director or Department of Civil Aviation
DCT	Direct
DEC	December
DEG	Degrees
DEP	Depart or departure
DEST	Destination
DIST	Distance
DME	Distance measuring equipment
DOC*	Document (ICAO)
DP	Due point
DST*	Day light saving time (Summer time)
DTG	Date – time group
DUR	Duration
DVOR	Doppler VOR
DX	Duplex operation

(E)

E	East or eastern longitude
EAT	Expected approach time
EET	Estimated elapsed time
ELBA	Emergency location beacon aircraft
ELEV	Elevation
EM	Emission
EMERG	Emergency
EOBT	Estimated off - block time
EQPT	Equipment
EST	Estimate or estimated or estimate (message type designator)
ETA	Estimated time of arrival or Estimating arrival
ETD	Estimated time of departure identification or estimating departure
ETO	Estimated time over significant point
EXC	Except

(F)

F	Fix/fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAX	Facsimile transmission
FCST	Forecast
FG	Fog
FIC	Flight information center
FIR	Flight information region
FIS	Flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLW	Follow(s) or following
FM	From
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan (message type designator)
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FT	Feet (dimensional unit)

(G)

G	Green
GEN	General
GND	Ground
GNDCK	Ground check
GP	Glide path

(H)

H24	Continuous day and night service
HA	Humanitarian Assistance
HDG	Heading
HEL	Helicopter
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HPA	Hectopascal
HR	Hours
HVY	Heavy

(I)

IAC	Instrument approach chart
IAF	Initial approach fix
IAS	Indicated air speed
ICE	Icing
IDENT	Identification
IF	Intermediate approach fix
IFR	Instrument flight rules
ILS	Instrument landing system
INBD	Inbound
INCERFA	Uncertainty phase
INFO	Information
INOP	Inoperative
INS	Inches (dimensional unit)
INSTL	Install or installed
INSTR	Instrument
INT	Intersection
INTL	International
ISAF	International Security Assistance Force
I/V	Instrument/visual
IWI	Illuminated wind indicator

(J)

JAN	January
JUL	July
JUN	June

(K)

KG	Kilograms
KHZ	Kilohertz
KM	Kilometers
KT	Knots

(L)

LAT	Latitude
LDA	Landing distance available
LDG	Landing
LGT	Light or lighting or lighted
LLZ	Localizer
LON	Longitude
LTD	Limited
LTT	Landline teletypewriter
LVL	Level

(M)

MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAR	March
MAX	Maximum
MAY	May
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency (300-3000KHz)
MHZ	Megahertz
MIN	Minutes
MNTN	Maintain
MON	Monday
MOTNE	Meteorological operational telecommunications network Europe
MOV	Move or moving or movement
MRP	ATS/MET reporting point
MRU	Mountain rescue unit landing forecasts)
MSA	Minimum Safe Altitude
MSG	Message
AMSL	Mean sea level
MT	Mountain

(N)

N	North or northern latitude
N/A	Not applicable
NAV	Navigation
NB	Northbound
NDB	Non-directional radio beacon
NE	Northeast
NEG	No or negative or permission not Granted or that is not correct
NGO	Non-governmental organizations
NGT	Night
NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NNE	North northeast
NNW	North northwest
NOF	International NOTAM office
NOSIG	No significant change (used in trend-type)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NW	North-west
NWB	North-westbound
NXT	Next

(O)

OBS	Observe or observation
OBSC	Obscure
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCH	Obstacle clearance height
OCL	Obstacle clearance limit
OCNL	Occasional or occasionally
OCT	October
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OBS	Operations
O/R	On request
OUBD	Outbound

(P)

P	Prohibited area (followed by identification)
PANS	Procedure for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PCN	Pavement classification number
PERM	Permanent
PJE	Parachute jumping exercises
PMI	Preventive Maintenance Interval
PN	Prior notice required
POB	Persons on board
PPR	Prior permission required
PRI	Primary
PRKG	Parking
PROB	Probability
PS	Plus
PSN	Position
PWR	Power

(Q)

QFE	Atmospheric pressure at aerodrome elevation (or at RWY threshold)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground

(R)

R	Red
R	Restricted area (followed by identification)
RA	Rain
RAC	Rules of the air and air traffic services
RCC	Rescue co-ordination center
RCL	Runway center line
RCLL	Runway center line light(s)
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
REC	Receive or receiver identification)
REF	Reference to or refer to
REG	Registration
REP	Report or reporting or reporting point
REQ	Request or requested
RLCE	Request level change enroute
RMK	Remark
RNAV	Area navigation (pronounced AR NAV)
RNG	Radio range
RNP	Required Navigation Performance
RPL	Representative flight plan
RPT	Regular Public Transport
RTE	Route
RTF	Radio telephone
RTT	Radio teletypewriter
RVR	Runway visual range
RVSM	Reduced Vertical Separation Minima
RWY	Runway

(S)

S	South or southern latitude
SAA	Senior Airfield Authority
SAR	Search and rescue
SARPS	Standards and recommended practices (ICAO)
SAT	Saturday
SC	Stratocumulus
SCT	Scattered
SDBY	Standby
SEC	Seconds
SECT	Sector
SEP	September
SER	Service or servicing or served
SFC	Surface
SGL	Signal
SID	Standard instrument departure
SIGMET	Information concerning en-route weather phenomena which may effect the safety of aircraft operations
SITA	Societe International
SKC	Sky clear
SKED	Schedule or scheduled
SNOWTAM	A special series NOTAM notifying the presence or removal or hazardous conditions due to snow, ice, or slush on the movement area, by means of a specific format
SPL	Supplementary flight plan (message type designator)
SR	Sunrise
SRY	Secondary
SS	Sunset
SSB	Single side band
SSR	Secondary surveillance radar
STD	Standard
STAR	Standard instrument arrival
STN	Station
SUB	Subject to
SUN	Sunday
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SWY	Stopway
SX*	Simplex operations

(T)

T	Temperature
TAF	Terminal area forecast
TAS	True airspeed

TBD	To be determined
TEL	Telephone
TEM	Temporary or temporarily
TFC	Traffic
THR	Threshold
THU	Thursday
TIL	Until
TKOF	Take-off
TMA	Terminal control area
TODA	Take-off distance available
TOP	Cloud top
TORA	Take-off run available
TT	Teletypewriter
TTF	Trend type forecast
TUE	Tuesday
TUR	Turbulence
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway

(U)

UFN	Until further notice
UHF	Ultra high frequency (300-3000 MHz)
UIR	Upper flight information region
UNL	Unlimited
U/S	Unserviceable
UTC	Universal coordinated time

(V)

VAR	Magnetic variation
VASIS	Visual approach slope indicator system
VCY	Vicinity
VDF	Very high frequency direction-finding station
VFR	Visual flight rules
VHF	Very high frequency (30-300 MHz)
VIS	Visibility
VOLMET	Meteorological information for aircraft in flight
VOR	VHF Omni-directional radio range

(W)

W	West
W	White
WAFC	World area forecast center
WDI	Wind direction indicator
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WIE	With immediate effect or effective immediately
WILCO	I understand and will comply
WPT	Waypoint
WRNG	Warning
WT*	Wireless telegraphy
WX	Weather

(X)

XBAR	Crossbar (or approach lighting system)

(Y)

Y	Yellow
YR	Your

(Z)

Z	Zulu (universal coordinated time)

GEN 2.3 CHART SYMBOLS

See ICAO Annex 4 Appendix 2 for full list of symbols.

2.3.1 Aerodromes

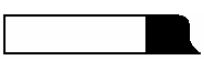
2.3.1.1 Charts other than approach charts

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Joint civil and military (water)	
Military (land)	
Military (water)	
Emergency aerodrome or aerodrome with no facilities	
Sheltered anchorage	
Heliport	

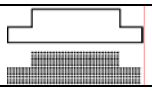
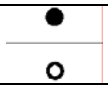
2.3.1.2 Approach Charts

The aerodrome on which the procedure is based	
Aerodrome affecting the traffic pattern on the aerodrome on which the procedure is based	

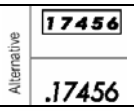
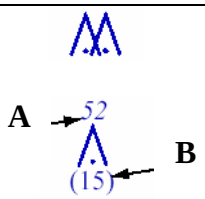
2.3.2 Aerodrome Charts

Hard surface runway	
Unpaved runway	
Stop way	

2.3.3 Aerodrome installations and lights

Aerodrome reference point (ARP)	
Taxiways and parking areas	
Control Tower	TBD
Point light	
Barrette	TBD
Marine light Alt Alternating B Blue F Fixed Fl Flashing G Green Gp Group Occ Occulting R Red SEC Sector sec Second (U) Unwatched W White	
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	TBD
Wind direction indicator (unlighted)	TBD
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	

2.3.4 Miscellaneous

Highest elevation on chart	
Obstacle	
Group obstacles Note A: *Numerals in italics indicate elevation of top obstacle above sea level.* Note B: *Upright numerals in parentheses indicate height above specified datum.*	
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	
Isogonal	

GEN 2.4 LOCATION INDICATORS

2.4.1 Code Allocation. Afghanistan follows international conventions in the allocation of codes. The first letter is an 'O' to designate Middle East region. The second letter is 'A" designating locations in Afghanistan. The remaining two letters designate the landing area/location, and may not necessarily correlate with the English name of the location. Locations other than those given the 'OA' prefix are designated by three, four or five letter codes. To avoid confusion with location indicators, waypoints do not begin with the letters 'OA'. The following table summarizes code allocation:

Type	Code	Example
Licensed aerodrome, aircraft landing area, helicopter landing site	Four letters (OA)	Kabul International Airport – (OAKB)
Navigation Aid	Two or three letters	Kabul ILS (KBL)
Visual Waypoint	Four letters	*Not yet allocated*
IFR Waypoint	Five letters	MURAD

2.4.2 List of Location Codes

2.4.2.1 Decode

OAAD	**AMDAR**
OAAK	**ANDKHOI**
OAAS	**ASMAR**
OABD	**BEHSOOD**
OABG	**BAGHLAN**
OABK	**BANDKAMALKHAN**
OABN	**BAMYAN**
OABR	**BAMAR**
OABS	**SARDAY**
OABT	**BOST**
OACB	**CHARBURJAK**
OACC	**CHAKHCHARAN**
OADD	**DAWLATABAD**
OADF	**DARRA-I-SOOF**
OADV	**DEVAR**
OADW	**WAZAKHWA**
OADZ	**DARWAZ**
OAEK	**KESHM**
OAEM	**ESHKASHEM**
OAEQ	**ISLAM QALA**
OAFG	**KHOST-O-FERING**
OAFR	**FARAH**
OAFZ	**FAIZABAD**
OAGA	**GHAZIABAD**
OAGD	**GADER**
OAGL	**GULISTAN**
OAGM	**GHELMEEN**
OAGN	**GHAZNI**
OAGS	**GASAR**
OAGZ	**GARDEZ**
OAHE	**HAZRAT EMAN**
OAHJ	**HAJIGAK**
OAHN	**KHWAHAN**
OAHR	**HERAT**
OAJL	**JALALABAD**
OAJS	**JABUL SARAJ**
OAJW	**JAWAND**
OAKA	**KOBAN**
OAKB	**KABUL AD**
OAKD	**KAMDESH**
OAKG	**KHOJAGHAR**
OAKJ	**KAJAKI**
OAKL	**KONJAK-I-LOGAR**
OAKM	**KAMAR**
OAKN	**KANDAHAR**
OAKR	**KALDAR**
OAKS	**KHOST**
OAKT	**KALAT**
OAKX	**KABUL (ACC/FIC**
OAKZ	**KAREZ-I-MIR**
OALG	**LOGAR**
OALL	**LAL**
OALN	**LAGHMAN**
OAMK	**MUKUR**
OAMN	**MAIMAMA**
OAMS	**MAZAR-I-SHARIF**
OAMT	**MUNTA**
OANR	**NAWOR**
OANS	**SALANG-I-SHAMALI**
OAOB	**OBEH**
OAOG	**URGOON**
OAOO	**DESHOO**
OAPG	**PAGHMAN**
OAPJ	**PAN JAO**
OAQD	**QADES**
OAQK	**QALA-I-NYAZKHAN**
OAQM	**KRON MONJAN**
OAQN	**QALA-I-NAW**
OAQQ	**QARQIN**
OAQR	**QAISAR**
OARG	**URUZGAN**
OARM	**DILARAM**
OARP	**RIMPA**
OASB	**SAROBI**
OASD	**SHINDAND**
OASG	**SHEBERGHAN**
OASK	**SERKA**
OASL	**SALAM**
OASM	**SAMANGAN**
OASN	**SHEGHNAN**
OASP	**SARE PUL**
OASR	**SABAR**
OASS	**SALANG-I-JUNUBI**
OAST	**SHUR TEPA**
OASW	**SARHAWDZA**
OATD	**TOORGHONDI**
OATG	**TASHKURGHAN**
OATK	**KOTAL**
OATN	**TEREEN**
OATQ	**TALUQAN**
OATW	**TEWARA**
OATZ	**TESAK**
OAUZ	**KUNDUZ**
OAWU	**WURTACH**
OAWZ	**WAZIRABAD**
OAYQ	**YANGI QALA**
OAZB	**ZEBAK**
OAZI	**CAMP BASTION**
OAZJ	**ZARANJ**

2.4.2.2 Encode

AMDAR	**OAAD**	**KONJAK-I-LOGAR**	**OAKL**
ANDKHOI	**OAAK**	**KOTAL**	**OATK**
ASMAR	**OAAS**	**KRON MONJAN**	**OAQM**
BAGHLAN	**OABG**	**KUNDUZ**	**OAUZ**
BAMAR	**OABR**	**LAGHMAN**	**OALN**
BAMYAN	**OABN**	**LAL**	**OALL**
BANDKAMALKHAN	**OABK**	**LOGAR**	**OALG**
BEHSOOD	**OABD**	**MAIMAMA**	**OAMN**
BOST	**OABT**	**MAZAR-I-SHARIF**	**OAMS**
CAMP BASTION	**OAZI**	**MUKUR**	**OAMK**
CHAKHCHARAN	**OACC**	**MUNTA**	**OAMT**
CHARBURJAK	**OACB**	**NAWOR**	**OANR**
DARRA-I-SOOF	**OADF**	**OBEH**	**OAOB**
DARWAZ	**OADZ**	**PAGHMAN**	**OAPG**
DAWLATABAD	**OADD**	**PAN JAO**	**OAPJ**
DESHOO	**OAOO**	**QADES**	**OAQD**
DEVAR	**OADV**	**QAISAR**	**OAQR**
DILARAM	**OARM**	**QALA-I-NAW**	**OAQN**
ESHKASHEM	**OAEM**	**QALA-I-YAZKHAN**	**OAQK**
FAIZABAD	**OAFZ**	**QARQIN**	**OAQQ**
FARAH	**OAFR**	**RIMPA**	**OARP**
GADER	**OAGD**	**SABAR**	**OASR**
GARDEZ	**OAGZ**	**SALAM**	**OASL**
GASAR	**OAGS**	**SALANG-I-JUNUBI**	**OASS**
GHAZIABAD	**OAGA**	**SALANG-I-SHAMALI**	**OANS**
GHAZNI	**OAGN**	**SAMANGAN**	**OASM**
GHELMEEN	**OAGM**	**SARDAY**	**OABS**
GULISTAN	**OAGL**	**SARE PUL**	**OASP**
HAJIGAK	**OAHJ**	**SARHAWDZA**	**OASW**
HAZRAT EMAN	**OAHE**	**SAROBI**	**OASB**
HERAT	**OAHR**	**SERKA**	**OASK**
ISLAM QALA	**OAEQ**	**SHEBERGHAN**	**OASG**
JABUL SARAJ	**OAJS**	**SHEGHNAN**	**OASN**
JALALABAD	**OAJL**	**SHINDAND**	**OASD**
JAWAND	**OAJW**	**SHUR TEPA**	**OAST**
KABUL (ACC/FIC	**OAKX**	**TALUQAN**	**OATQ**
KABUL AD	**OAKB**	**TASHKURGHAN**	**OATG**
KAJAKI	**OAKJ**	**TEREEN**	**OATN**
KALAT	**OAKT**	**TESAK**	**OATZ**
KALDAR	**OAKR**	**TEWARA**	**OATW**
KAMAR	**OAKM**	**TOORGHONDI**	**OATD**
KAMDESH	**OAKD**	**URGOON**	**OAOG**
KANDAHAR	**OAKN**	**URUZGAN**	**OARG**
KAREZ-I-MIR	**OAKZ**	**WAZAKHWA**	**OADW**
KESHM	**OAEK**	**WAZIRABAD**	**OAWZ**
KHOJAGHAR	**OAKG**	**WURTACH**	**OAWU**
KHOST	**OAKS**	**YANGI QALA**	**OAYQ**
KHOST-O-FERING	**OAFG**	**ZARANJ**	**OAZJ**
KHWAHAN	**OAHN**	**ZEBAK**	**OAZB**
KOBAN	**OAKA**		

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

2.5.1 Afghanistan's navigation aids are detailed below.

Aid	Indent	Frequency	Lat/Long	Remarks
Bagram TACAN	BGM	CH105/ 115.8	N34°56'34.8" E69°15'41.4"	Military use only
Bagram ILS	I-BAG	110.7		
Kabul VOR-DME	KBL	112.0 /CH57	34º32'44.2"N 069º17'25.4"E	
Kabul TACAN	OKB	CH65	34º33'48.0"N 069º12'58.7"E	Military use only
Kabul ILS	I-AKW	110.5	34º34'16.3"N 069º11'29.5"E	
Kandahar NDB	KN	1720 MHz	N31º29'57.92 E065º51'09.30"	
Kandahar TACAN	KAF	CH75/ 112.8	N31º30'24.6" E065º51'06.6"	

GEN 2.6 CONVERSION TABLES

NM to KM **1 NM = 1.852KM**		**KM to NM** **1 KM = 0.54 NM**		**FT to M** **1 FT = 0.3048 M**		**M to FT** **1 M = 3.281FT**	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.48
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

GEN 2.7 SUNRISE/SUNSET TABLES

2.7.1. Contact local meteorological office for official sunset and sunrise times. Alternatively, you may go to the following website and print a table for your location: http://aa.usno.navy.mil/data/ Select ‘Data Services’ and enter appropriate year, latitude and longitude.

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 Responsible Service: The Aeronautical Information Service ensures the flow of information necessary for the safety and regularity of international and domestic air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. The service is provided in accordance with the provisions contained in ICAO Annex 15 – Aeronautical Information Services.

3.1.2 Area of responsibility: The Aeronautical Information Service is responsible for the collection and dissemination of information for Afghanistan.

3.1.3 Aeronautical Publications

3.1.3.1 The aeronautical information is provided in the form of the Integrated Information Package consisting of the following elements:

3.1.3.1.1 Aeronautical Information Publication (AIP) and amendment service to the AIP (AIP AMDT);

3.1.3.1.2 Supplement to the AIP (AIP SUP);

3.1.3.1.3 Aeronautical Information Circular (AIC):

3.1.3.1.4 NOTAM and Pre-flight Information Bulletin (PIB); and

3.1.3.1.5 Checklists and summaries.

3.1.3.2 Aeronautical Information Publication and amendment service

3.1.3.2.1 The AIP is the overarching aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for safe and efficient air navigation. The Afghanistan AIP is published in one volume. The AIP is published in an electronic format as a Portable Document Format (.pdf) file, in English only, for use in international and domestic operation, whether the flight is a commercial or private one.

3.1.3.2.2 The AIP is amended by the publication of a full edition AIP in accordance with a 56 day AIRAC cycle. A brief description of the references affected by the publication of a full edition AIP will be provided in the form of a Summary of Changes. Changes of note or significance are included; correction of editorial errors will not be included. A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name, and year) of the information is reissued with each edition.

3.1.3.3 Supplement to the AIP (AIP SUP) not implemented in Afghanistan AIP.

3.1.3.3.1 Temporary changes of long duration (three months and longer) and information of short duration that consists of extensive text and/or text supplementing the permanent

information contained in the AIP are published as AIP Supplements (AIP SUP). AIP SUPs are separated by information subject (General – GEN, En-route – ENR and Aerodromes – AD) and are placed accordingly at the beginning of each AIP part. Each AIP Supplement is allocated a serial number, which is consecutive and based on the calendar year, e.g. AIP SUP 1/04. Not implemented in Afghanistan AIP

3.1.3.3.2 AIP SUP is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP SUP will normally be given in the supplement itself. Alternatively, a NOTAM may be used to indicate changes to the period of validity or cancellation of the AIP SUP. The checklist of AIP SUP currently in force is issued in the monthly printed plain-language summary of NOTAM in force. Not implemented in Afghanistan AIP.

3.1.3.4 Aeronautical Information Circular (AIC)

3.1.3.4.1 Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulation, procedures or facilities. This includes:

3.1.3.4.1.1 Information of a purely explanatory or advisory nature libel to affect flight safety; and,

3.1.3.4.1.2 Information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

3.1.3.4.2 AIC are issued in one series and each AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC 1/04. A checklist of AIC currently in force is issued as an AIC twice each year.

3.1.3.5 NOTAM and Pre-flight Information Bulletins (PIB):

3.1.3.5.1 NOTAMs contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which it is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAMs format, and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code. This is complemented by ICAO abbreviations, indicators, identifiers, designators, callsigns, frequencies, figures and plain language. NOTAM are originated and issued for Kabul FIR and are published. Each pilot in command, Civil Air Carrier/Operator is responsible for ensuring current NOTAMs are reviewed. Due to potential delays in transferring military NOTAMs information into international NOTAM databases, all operators are advised to also review NOTAMs on the Defense Internet NOTAM site (DINS) available at:
https://www.notams.jcs.mil or https://pilotweb.nas.faa.gov/distribution/home.html.

3.1.3.6 Sale of Publications

3.1.3.6.1The said publications may be obtained from the Aeronautical Information Service (see GEN 0.1.4 for AIS address). Purchase prices are indicated in the following table:

Publication	Price for a complete copy In Afghanistan Outside Afghanistan
AIP – AFGHANISTAN	*No charge*
ANNUAL subscription including NOTAM/AIC services	*No charge*
AIP ring binder	*Not currently available*

3.1.4 Aeronautical Information Regulation and Control (AIRAC) System: The Afghanistan AIP utilizes a 56-day AIRAC cycle. Amendments will only be accepted up to 14 days prior to the publishing date. Future AIRAC publishing dates are:

30 AUG 07	25 OCT 07	20 DEC 07
14 FEB 08	10 APR 08	5 JUN 08

3.1.5 Pre-flight Information Service at Aerodromes/Heliports: Not available at this time.

GEN 3.2 AERONAUTICAL CHARTS

3.2.1 Responsible service(s): Not available at this time.

3.2.2 Maintenance of charts: Not available at this time.

3.2.3 Purchase arrangements: Not available at this time.

3.2.4 Aeronautical chart series available: Not available at this time.

3.2.5 List of aeronautical charts available: Not available at this time.

3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000: Not available at this time.

3.2.7 Topographical charts: Not available at this time.

3.2.8 Corrections to charts not contained in the AIP: Not available at this time.

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1 Responsible Service

3.3.1.1 The CFACC, as the ACA, and the MoTCA are the responsible authorities for the provision of air traffic services within the area indicated under GEN 3.3.2.

3.3.1.2 Air traffic services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2	Rules of the Air
Annex 11	Air Traffic Services
Doc 4444	Procedures for Air Navigation Services – Air Traffic Management
Doc 8168	Procedures for Air Navigation Services – Air Craft Operations (PANS-OPS)
Doc 7030	Regional Supplementary Procedures

3.3.1.3 Differences to these provisions are detailed at GEN 1.7.

3.3.1.4 Air Traffic Services are provided between sunrise and sunset at Kabul International Airport and H24 for enroute traffic overflying the Kabul FIR.

3.3.2 Area of Responsibility: Air traffic services are provided for the entire Kabul FIR.

3.3.3 Types of Air Traffic Services

3.3.3.1 A combination of coalition military, military contractor and civilian air traffic service workforce provides the following types of air traffic services in Afghanistan:

3.3.3.1.1 Aerodrome Control Service is provided to aerodrome traffic within 5NM below approximately 3000FT AGL of aerodromes at which a control tower is operating, unless otherwise specified. The control function in respect of aerodrome and other traffic operating on the surface outside the landing area in use may be provided separately and is termed Surface Movement Control. Bagram, Kandahar, Kabul and Herat all provide an aerodrome control service.

3.3.3.1.2 Approach/Departure Control Service is provided to flights within 10NM out to 50 NM of Kandahar and within 10 NM out to 50 NM of Bagram, while within controlled airspace. Services to flights operating to or from Kabul International are currently provided from Kabul Approach control within the Kabul Class C airspace. Approach/departure control service is provided until the arriving flights become aerodrome traffic and to departing flights from the time they cease to be aerodrome traffic until they climb independently of approaching flights or aircraft departing on other routes. The control function concerned with departing traffic when separately established is termed Departure Control, the remaining function then being termed Approach Control. Approach/Departure control service will be provided jointly with aerodrome control service, unless specified otherwise in Enroute Supplement.

3.3.3.1.3 Area Control Service is provided to flights operating in a control area when not provided with aerodrome or approach control service. Enroute non-radar separation service is

provided by the Kabul ACC to IFR aircraft operating on Kabul FIR high and low structure airways.

3.3.3.1.4 Air Traffic Control Radar Service is the predominant means of control at Bagram, Kabul and Kandahar. Radar service may include the following:

3.3.3.1.4.1 Radar Control Service provides positive traffic separation (except between VFR flights in VMC in Class D and E airspace) and the monitoring of aircraft navigation, to radar identified traffic in controlled airspace.

3.3.3.1.4.2 Radar Information Service (RIS) is a service provided by ATC within radar coverage. It provides traffic, position and navigation information to flights not receiving a separation service and is available to improve situational awareness and assist pilots in avoiding collisions with other aircraft. At pilot request, and, if possible, a controller providing radar services will suggest a course of action to avoid other aircraft. Ultimate responsibility for aircraft and terrain avoidance rests with the pilot in command. This service may be provided in Class G airspace to IFR flights in relation to other IFR flights and, unless impracticable, in relation to observed VFR flights. It may also be provided to VFR flights in Class E and G airspace.

3.3.3.1.4.3 Final Approach Service provides a precision or surveillance radar service for final approach.

3.3.3.1.4.4 Emergency Service provides navigation assistance to aircraft in distress or experiencing navigational difficulties.

3.3.3.1.5 Flight Information Service (FIS) is a non-radar service provided either separately, or in conjunction with other services, for the purpose of supplying information useful for the safe and efficient conduct of flight. Provision of the service includes information about weather, changes of serviceability of facilities, conditions at aerodromes and any other information pertinent to safety. This service does **not** provide separation or sequencing to aircraft.

3.3.3.1.5.1 If in radar coverage, the controller may attempt to identify the flight for monitoring and coordination purposes only. Such identification does not imply that a radar service is being provided or that the controller will continuously monitor the flight.

3.3.3.1.5.2 Where a controller suspects, from whatever source, that a flight is in dangerous proximity to another aircraft, a warning is to be issued to the pilot. It is accepted that this information may be incomplete and the controller cannot assume responsibility for its issuance at all times or for its accuracy.

3.3.4 Coordination Between the Operator and Air Traffic Services: Coordination between the operator and traffic services is affected in accordance with 2.15 of ICAO Annex 11 and 11.2.1.1.4 and 11.2.1.1.5 of Chapter 11 of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501).

3.3.5 Minimum Flight Altitude: Minimum flight altitude is determined by adding 2000 feet on top of terrain or obstacle heights taken in the vicinity of the area. That altitude is then rounded up to the next hundred-foot value. For example, an obstacle exists at 6775 feet. Add 2000 feet to clear the obstacle, which would make the minimum obstacle clearance altitude

(MOCA) 8800 feet. Rounded up to the next thousand-foot value equals a minimum IFR flight altitude of 9000 feet.

3.3.6 ATS Units Address List: **Not available at this time.**

GEN 3.4 COMMUNICATION SERVICES

3.4.1 Responsible Service

3.4.1.1 The service is provided in accordance with provisions contained in the following ICAO documents:

Annex 10 -	Aeronautical Telecommunications
Doc 8400-	Procedures for Air Navigation Services-ICAO Abbreviations and Codes (PANS-ABC)
Doc 8585-	Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
Doc 7030-	Regional Supplementary Procedures
Doc 7910-	Location Indicators

3.4.2 Area of Responsibility

3 4.2.1 Communication services are provided for the entire Kabul FIR.

3.4.3 Types of Services

3.4.3.1 Radio Navigation Services

The following types of radio aids to navigation are available:

VHF Omni-directional Radio Range	(VOR)
Distance Measuring Equipment	(DME)

3.4.3.2 Mobile/Fixed Service

3.4.3.2.1 Mobile Service. The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified. An aircraft should normally communicate with the air-ground agency that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control station.

3.4.3.2.2 Fixed Service. The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if they satisfy the requirements of ICAO Annex 10, Vol. II Chapter 3.3; they are prepared in the form specified in ICAO Annex 10; and the text on an individual message does not exceed 200 groups. General aircraft operating agency messages are only accepted for transmission to countries that have agreed to a accept Class B traffic.

3.4.4 Requirements and Conditions: No specific requirements or conditions exist.

GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible Service: The Kabul ACC will provide current weather conditions as well as altimeter settings from various locations throughout the Kabul FIR and surrounding nations. Kabul ACC will also provide limited forecasts.

3.5.2 Area of Responsibility: Meteorological service is provided for the entire Kabul FIR.

3.5.3 Meteorological Observations and Reports: The following is a list of the appropriate weather station reporting codes for weather stations in Afghanistan.

KABUL	OAKB
KANDAHAR	KQHN
BAGRAM	KQSA
HERAT	OAHR

3.5.3.1 These station codes can be used to obtain weather data from these locations using the following internet address: http://www.baseops.net/metro.html/

3.5.3.2 Military users from a .mil computer may also use the following site to obtain weather data for the same sites in Afghanistan: https://28ows.shaw.af.mil/

3.5.4 Types of Services

3.5.5 Notification Required from Operators

3.5.6 Aircraft Reports: Aircraft are encouraged to provide weather reports to the Kabul ACC.

3.5.7 VOLMET Service

3.5.8 SIGMET Service

3.5.9 Other Automated Meteorological Services

GEN 3.6 SEARCH AND RESCUE (SAR)

3.6.1 Responsible Service(s)

3.6.1.1 Search and rescue service (SAR) will be established to provide an early help and rescue to passengers and aircrafts' crews, which have found themselves in a state of emergency on territory of Afghanistan and in Kabul FIR.

3.6.1.2 There is currently **no national SAR capability** in Afghanistan.

3.6.1.3 ISAF can provide limited SAR capability by re-tasking available aircraft or helicopters.

3.6.1.4 The Combined Rescue Coordination Center (CRCC) at ISAF Headquarters Kabul has the responsibility for co-ordination of SAR provision.

Address of the Combined Rescue Coordination Center:

HQ ISAF
ATF TAOC CRCC
KABUL

Commercial telephone: +93 (0) 79 51 2109/ +93 (0) 79 51 2902

3.6.1.5 The search and rescue service will be provided in accordance with respective military publications.

3.6.2 Area of Responsibility

3.6.2.1 The search and rescue service is carried out on territory and airspace covered by CFACC and ISAF and their subordinate units.

3.6.2.2 If a state of emergency of an aircraft controlled by ATS unit rises, the ATS unit shall notify HQ ISAF CRCC immediately.

3.6.3 Types of Services

3.6.3.1 The service execution in the Combined Rescue Coordination Center is continuous H-24.

3.6.4 Search and Rescue Agreements

3.6.4.1 Not available at this time.

3.6.5 Search and Rescue Facilities

3.6.5.1 Not available at this time.

3.6.6 Signals and Procedures Employed by Rescue Aircraft

3.6.6.1 Procedures and signals used by aircraft

3.6.6.1.1 Procedures for pilot in command observing an accident or intercepting a distress call or message, follow the Annex 12 of the International Civil Aviation Convention Part 5.

3.6.6.2 Communication

3.6.6.2.1 Emergency frequency 121.5 MHz is during the hours of service continuously monitored by operating units. These units report the interception of signal to Combined Rescue Coordination Center without delay.

3.6.6.2.2 During search and rescue operations the visual signals described in Annex 12 to the International Aviation Convention, Chapter 5, Para 5.10 are used.

3.6.6.2.3 Ground to air visual signal codes for use by survivors

NR	Message	Code symbol
1	Required assistance	V
2	Required medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceed in this direction	↑

Instructions for use:
1. Make signals not smaller than 2.75 m (9 ft)
2. Take care to lay out signals exactly as shown.
3. Provide as much color contrast as possible between signals and background.
4. Make every effort to attract attention by other means such as radio, fire, smoke, reflected light.

3.6.7 ELT Reporting Procedures

3.6.7.1 Emergency Locator Transmitter (ELT) will be reported to the nearest ATC facility as soon as possible. ATC facilities will contact HQ ISAF as noted in 3.6.1.4 and will cooperate with ISAF to the greatest extent possible.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

4.1 AERODROME/HELIPORT CHARGES

Not available at this time.

4.2 AIR NAVIGATION SERVICES CHARGES

Aircraft will be charged $400 USD for overflights.

PART 2
ENROUTE (ENR)

PART 2 – EN-ROUTE (ENR)

ENR 0.1 PREFACE – Not applicable
ENR 0.2 RECORD OF AIR AMMENDMENT – Not applicable
ENR 0.3 RECORD OF AIR SUPPLEMENTS – Not applicable
ENR 0.4 CHECKIST OF AIP – Not applicable
ENR 0.5 LIST OF HAND AMMENDMENT TO THE AIP – Not applicable

ENR 0.6 TABLE OF CONTANTS TO PART 2

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1.1.1 Regardless of ICAO airspace classes stated in this AIP, all civilian aircraft intending to land or depart from within the Kabul FIR are restricted to the hours between sunrise and sunset each day, except as waived by the ACA in writing.

1.1.2 All non military aircraft operating in the Kabul FIR must file a flight plan. If a stop over at an uncontrolled field is planned, the follow-on flight plan must be filed in advance at an appropriate location. Compliance with ICAO procedures at uncontrolled fields is mandatory to ensure separation from military operations.

1.1.3 All civilian VFR flights must adhere to the published air route corridors in order to segregate from military activity. Compliance with these procedures does not relieve pilots of own responsibility to see and avoid other aircraft or for maintaining own safe terrain/obstacle clearance at all times.

1.1.4 All military aircraft operating under a USAF or ISAF callsign may maneuver through any area in the Kabul FIR during hours of darkness. Military aircraft must obtain the appropriate clearances from air traffic control when entering or transiting Class A airspace. Military aircraft must also obtain air traffic control clearance when transiting class E airspace in IMC conditions to ensure separation from other aircraft. Landings after sunset will be restricted to qualified NVG crews or to those airfields that have appropriate runway lighting. Take-offs are at the discretion and training of the crew after all risk assessment has been done.

1.1.5 Civilian VFR flight is authorized in the Kabul FIR up to and including FL235. Military VFR flight is authorized up to and including FL285 in class C and E airspace, and without vertical restriction in class G airspace. Military aircraft may maintain VFR higher than FL285 if they are proceeding into class G airspace. Flight plans and continuous two way communication with air traffic control are required. Refer to paragraph GEN 3.4 for air traffic control frequencies. Refer to section ENR 1.10 for flight planning guidance. All aircraft are also required to have an operational transponder. Reference paragraph GEN 1.5.3. Military aircraft operating VFR should, to the max extent possible, maintain radio contact with either air traffic control in their area of operation or with Kabul ACC.

1.1.6 All VFR aircraft must receive a clearance prior to entering Class C airspace. Flight advisory with Kabul ACC should not be construed as a clearance to enter Class C airspace.

ENR 1.2 VISUAL FLIGHT RULES

1.2.1 Visual Meteorological Conditions

1.2.1.1 IAW Rules of The Air Annex 2 to The Convention on International Civil Aviation, except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table:

Airspace Classification			
	A *, C, D, E	G	
		ABOVE 900m (3000ft) AMSL or above 300m (1000ft) above terrain, whichever is the higher	At and below 900m (3000ft) AMSL or 300m (1000ft) above terrain, whichever is the higher
Distance from cloud	1,500 m horizontally 300m (1000ft) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km above 3,050 m (10,000 ft) AMSL 5 km below 3,050 m (10,000 ft) AMSL		5 km
* The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.			

1.2.1.2 When so prescribed by the appropriate ATS authority:

a. Lower flight visibilities to 1500 m may be permitted for flights operating:
   (i) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
   (ii) In circumstances in which the probability of encounters with other traffic would normally be low (e.g., in areas of low volume traffic and for aerial work at low levels).

1.2.1.2.1 Helicopters may be permitted to operate *in less than 1500 m* flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2.1.3 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a. When the ceiling is less than 450 m (1500 ft); or
b. When the ground visibility is less than 5 km.
c. At night, if a civil aircraft

1.2.1.4 VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.

1.2.2 Altitude and Airspace Restrictions

1.2.2.1 Civil VFR flights shall not be operated above FL235.

1.2.3 Air Traffic Services

1.2.3.1 VFR flights shall comply with the provisions of air traffic control instructions:

a. When operated within Class D airspace;
b. When forming part of aerodrome traffic at controlled aerodromes; or
c. A VFR flight operating within or into designated controlled airspace, shall maintain continuous air-ground voice communication watch on the appropriate communication channel and report its position as necessary to the air traffic services unit providing air traffic services.

1.2.4 Change to Instrument Flight Rules (IFR)

1.2.4.1 An aircraft operating VFR that wishes to change to IFR shall:

a. If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
b. Submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.2.4.2 Aircraft departing satellite airports are VFR and will remain VFR until air traffic control assigns an altitude. If air traffic control is unable to issue an altitude immediately, the controller will advise the pilot when or where to expect altitude assignment.

ENR 1.3 INSTRUMENT FLIGHT RULES (IFR)

1.3.1 Rules Applicable to all IFR Flights

1.3.1.1 All civil aircraft operating in the Kabul FIR shall operate IFR in Class A except where specifically authorized to conduct flight in VFR. Aircraft shall be equipped with suitable instruments and navigation equipment appropriate to the route to be flown. Aircraft intending to operate on Afghanistan's air routes shall be suitably equipped to comply with RNP-10 as detailed at GEN 1.5.2.

1.3.1.2 An IFR flight shall report, to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit.

1.3.2 Change From IFR Flight to VFR Flight

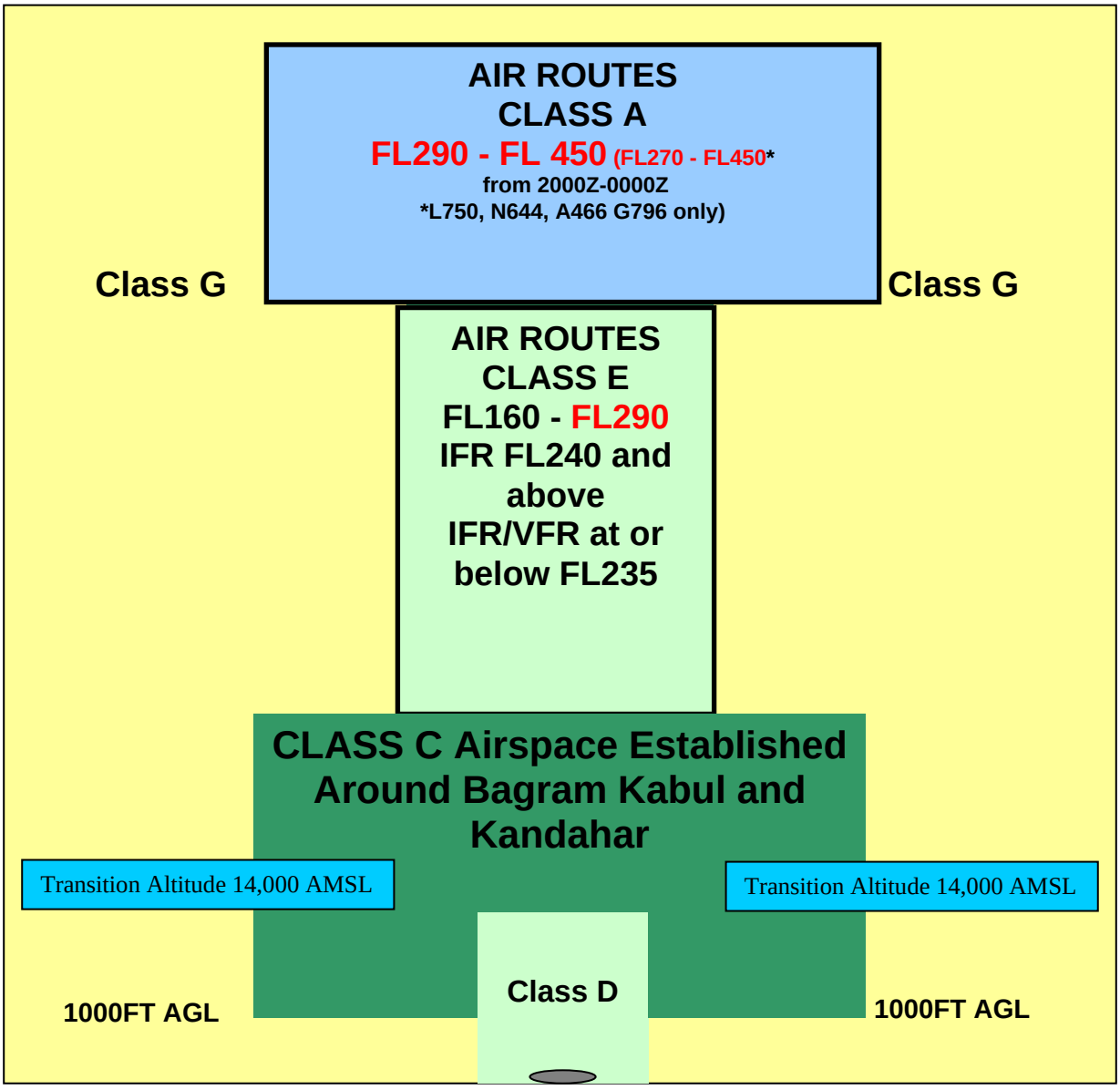
1.3.2.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate there to the changes to be made to its current flight plan.

1.3.2.2 Military aircraft which are IFR and established on the airway or established within Class E airspace and are requesting to land at airports which are outside of these areas shall, if applicable, advise air traffic control when able to proceed tactical. Air traffic control shall acknowledge and terminate IFR service. Aircraft that are tactical shall cancel IFR and comply with applicable military directives. Aircraft that cannot proceed tactical will not be descended below the airway's minimum enroute altitude or be permitted to exit the ATS route or Class E airspace.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1.4.1 Description of airspace in Kabul FIR

1.4.1.1 The Kabul FIR is classified into Class A, C, D, E, and G airspace. Class B and F airspace are not used in the Kabul FIR. Air traffic services are provided in all controlled airspace, by the controlling ATC facility, based on non-radar procedures supplemented by radar where possible.



1.4.1.2 Class A airspace is established in the Kabul FIR on the high enroute structure airways FL290 – FL450 H24. Class A airspace lower limit reduces to FL 270 on routes L750, N644, A466 and G796 from 2000Z-0000Z daily.

1.4.1.3 Class C airspace is established at Bagram as a 20 NM radius of the Bagram TACAN from 1000 ft AGL to FL290 excluding that airspace which is designated as Class D in paragraph 1.4.1.4 and Class C airspace delegated to Kabul Approach in this paragraph. At Kandahar as a 50 NM radius from the Kandahar TACAN from 1,000 AGL to FL290

excluding that airspace which is designated as Class D in paragraph 1.4.1.4. Class C airspace is established at Kabul as follows:

Sector A bounded by the coordinates:

a. N 34 43’ 52.20” E 068 53’ 56.70”,
b. N 34 40’ 58.71” E 069 14’ 58.99”,
c. N 34 06’ 55.93” E 069 13’ 02.92”,
d. N 34 06’ 47.95” E 069 08’ 56.02”,
e. N 34 11’ 29.20” E 068 49’ 13.91”,
f. N 34 43’ 52.20” E 068 53’ 56.70”,

from 1,000 AGL to FL150 excluding that airspace which is designated as Class D in paragraph 1.4.1.4.

Sector B bounded by the coordinates:

a. N 34 40’ 58.71” E 069 14’ 58.99”,
b. N 34 32’ 33.70” E 070 16’ 17.60”,
c. N 34 21’ 30.50” E 070 14’ 53.51”,
d. N 34 22’ 28.69” E 070 01’ 24.02”,
e. N 34 12’ 46.79” E 069 45’ 58.89”,
f. N 34 07’.36.44” E 069 30’.59.47”,
g. N 34 06’ 55.93” E 069 13’ 02.92”,
h. N 34 40’ 58.71” E 069 14’ 58.99”,

from 1,000 AGL to FL160 excluding that airspace which is designated as Class D in paragraph 1.4.1.4.

1.4.1.4 Class D airspace is established in conjunction with airports that have operating control towers. Kabul International Class D is a 6 NM radius from the ARP surface to 9,500 ft AMSL. Kandahar Class D is a 5 NM radius from the ARP from surface up to, but not including, 6,000 ft AMSL. Bagram Class D is a 5 NM radius from the ARP from surface up to and including 7,400 ft AMSL. Herat Class D is established 10NM radius from the ARP surface to and including 7,000 ft AMSL. Jalalabad Class D is a 5 NM radius from the ARP from surface to and including 4,300 ft AMSL. Masar E Sharif Class D is a 6 NM circle centered on the ARP, from surface to and including 4,000 ft AMSL.

1.4.1.5 Class E airspace is established in the Kabul FIR on the low enroute structure airways from FL160 – FL290. All civilian aircraft at or above FL240 are required to operate IFR, those at or below FL235 may be VFR. All civilian aircraft operating at or above FL240 must be TCAS equipped. Military aircraft may be VFR up to FL290, and are exempt from the requirement to be TCAS equipped. All VFR aircraft will fly at FLXX5. Military aircraft may maintain VFR higher than FL285 if they are proceeding into class G airspace. Class E airspace is established at Bagram as a 50 NM radius of the Bagram TACAN, 1000 ft AGL to FL290 excluding Class D airspace and Kabul Class C airspace described in paragraphs 1.4.1.3 and 1.4.1.4 respectively.

1.4.1.6 Class G airspace is established for all areas that are not classified as A, C, D, or E. This airspace is primarily used by military VFR aircraft. Specifically, it is airspace not in the

low or high air route structure. Civil operations in class G airspace shall be kept to the minimum tracking necessary to access airfields that do not underlie the air route structure.

1.4.2 ATS airspace classes, services provided and flight requirements:

Class	Type of Flight	Separation Provided	Services Provided	Speed Limitation	Radio Comms Required[1]	Subject to ATC Clearance
A	IFR Only[2]	All aircraft	ATC service	Not applicable	Continuous two-way	Yes
B	Not applicable in the Kabul FIR					
C	IFR	IFR from IFR IFR from VFR	ATC service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) ATC service for separation from IFR 2) VFR/VFR traffic information (and traffic avoidance advice on request	250 kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	ATC service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
	VFR	NIL	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	ATC service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
	VFR	NIL	Traffic information as far as practical	250 kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
F	Not applicable in the Kabul FIR					
G	IFR	NIL	Flight information service	250 kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	250 kt IAS below 3,050 m (10,000 ft) AMSL	No	No
Note 1: Serviceable and operating mode 3A/C Transponder required in all airspace						
Note 2: VFR Military aircraft may be cleared to cross Class A airways by ATC provided they are separated from IFR traffic.						

1.4.3 Additions or Amendments to Afghanistan Airspace.

1.4.3.1 Any requirement to add or amend airspace within the Kabul FIR is required to be coordinated via the CFACC Liaison Officer (LNO) initially as the first Point of Contact (POC) Cell +93 (0)799 723906 . The second POC is the AUAB AFFOR/A3: DSN 318 436-2578/4097/4098. AFFOR/A3 is the final approval authority for airspace additions or amendments.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1.5.1 Holding

1.5.1.1 Enroute holding will be used in Kabul FIR when needed to expedite the flow of traffic. If holding is issued, all aircraft shall fly 10-mile legs and conduct right turns. An “expect further clearance” time (EFC) shall be issued by ATC at least 5 minutes prior to the aircraft’s estimated time to the clearance limit. If no delay is expected at the clearance limit, air traffic control shall advise the pilot “no delay expected”.

1.5.1.2 Due to limited airspace available, it is imperative that the approaches to the holding patterns and procedures are carried out as exactly as possible. Pilots should inform ATC if the approach and/or holding cannot be performed as required.

1.5.2 Arriving flights

1.5.2.1 Bagram, Kabul, and Kandahar Airfields

1.5.2.1.1 All arriving aircraft will contact ATC for air traffic approach service 10 minutes before entering Class C airspace. If no contact is made with ATC 10 minutes before the Class C, the pilot will discontinue the approach and either hold at pilot’s discretion outside the Class C and continue to attempt to contact ATC or divert to alternate airfield. If diverting is not possible due to low fuel state, declare an emergency and apply loss of communication procedures as per ENR 1.6.2 Radio Failure Procedures.

1.5.2.1.2 All arriving aircraft must remain above FL160 until 20 NM from Kabul Airfield unless under Bagram Radar Approach Control or Kabul Radar Approach Control and approved for descent below FL160.

1.5.2.1.3 Arrivals to Kabul and Bagram from the enroute structure will be cleared to the Kabul/Bagram airports as their clearance limit. Kabul ACC will initiate transfer of communications prior to TCP.

1.5.2.1.4 Arrivals to Kandahar will be cleared to the Kandahar airport as their clearance limit. Kabul ACC will initiate transfer of communications prior to TCP.

1.5.2.2 All Other Airfields

1.5.2.2.1 All aircraft must intercept air routes at their assigned altitude and must descend and climb to/from air routes at a 90-degree angle. Contact the airfield tower, if available, 10 minutes before landing.

1.5.2.2.2 Pilots will cancel their IFR clearance prior to leaving Class E airspace when inbound to airports that do not have approach procedures.

1.5.2.2.3 Common safety frequency VHF 131.275 for all uncontrolled airfields in Afghanistan.

1.5.3 Departing flights

1.5.3.1 Kabul International Airport: All departing traffic must climb to at least FL160 within 20 NM of KAIA, unless otherwise directed by Kabul Radar Approach Control.

1.5.3.2 Bagram, Kabul, and Kandahar Airfields: Pilots will contact tower at least 10 minutes before takeoff in order that their departure can be de-conflicted from any military operations taking place in the immediate vicinity of the airfield or affecting their outbound route.

1.5.3.3 All other airfields: Contact the airfield tower, if available, at least 10 minutes before departure. Flights must squawk Mode 3/A/C assigned code before departure. Once airborne, contact the Kabul ACC and provide call sign, airfield departing from, flight level passing, flight level climbing to, and direction of flight.

NOTE: The aforementioned procedure does not replace or negate the need for a flight plan. Operators using these procedures are still responsible for filing an ICAO flight plan and obtaining applicable diplomatic clearances. Normal ATC procedures apply outside Afghanistan.

ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 Services and coverage

1.6.1.1 Primary radar: Primary radar service is only available within the following terminal areas:

1.6.1.1.1 Bagram Airfield.

1.6.1.1.2 Kandahar Airfield.

1.6.1.1.3 Kabul Airport.

1.6.1.2 There is no enroute radar within the Kabul FIR. Air traffic control applies non-radar separation standards to aircraft flying in the high and low enroute airway structures.

1.6.1.3 Secondary surveillance radar (SSR): Secondary radar service is located at the same locations of the primary radar services listed above.

1.6.2 Radio Failure Procedures

1.6.2.1 All aircraft entering the Low Altitude Structure shall call the Kabul ACC 10 minutes prior to crossing the Kabul FIR boundary. If two-way radio communication cannot be established with the Kabul ACC prior to crossing the boundary IFR service will be terminated at the Kabul FIR boundary.

1.6.2.2 After crossing the Kabul FIR boundary, if two-way radio communication is not established, aircraft must adjust altitude to a VFR cruising altitude.

1.6.2.3 If aircraft re-establish two-way radio contact after crossing the Kabul FIR boundary, then an IFR clearance can be requested with the Kabul ACC. Aircraft must maintain VFR until an IFR clearance is received.

1.6.2.4 In the event that a pilot suffers a total communications failure, he shall squawk mode 3/A code 7600 and proceed on last assigned airway and flight level in accordance with standard ICAO procedures located in ICAO 4444 15.2.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1.7.1 With the exception of flight within designated Control Zones (CTRs), the altimeter pressure setting to be used for flight within the Kabul FIR is the standard altimeter pressure setting of 29.92 INS or 1013 hectopascals/millibars. For flights within the CTZs the airfield QNH (available from ATC) is to be used.

1.7.2 Selected flight levels shall be compatible with Appendix 3 of Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.

1.7.3 The following standard definitions shall apply in the Kabul FIR:

1.7.3.1 **Transition Altitude.** The altitude at or below which, the vertical position of an aircraft is controlled by reference to altitudes. The transition altitude for Kabul FIR is 14000 ft AMSL.

1.7.3.2 **Transition Layer.** The airspace between the transition altitude and the transition level.

1.7.3.3 **Transition Level**. The lowest flight level available for use above the transition altitude. The transition level for Kabul FIR is established at FL160.

1.7.4 Vertical positioning of aircraft at or below the transition altitude is expressed in terms of altitude, whereas levels at or above the transition level are expressed in terms of flight levels. While passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending. Aircraft shall not cruise within the transition layer.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1.8.1 Flight levels

1.8.1.1 Use of any flight level other than assigned is not authorized unless an emergency aircraft.

1.8.1.2 VFR aircraft will fly in accordance with the Table of Cruising Levels in Appendix 3 of ICAO Annex 2 (also referred to as Semi-Circular Cruising Levels/0-179 degrees odd flight levels, 180-359 degrees even flight levels) plus 500 feet. There is currently no level restriction for Military VFR operations above FL 295.

1.8.1.3 CAUTION: Afghanistan is mountainous terrain with peaks over 22,000 AMSL. Pilots are advised of high terrain in vicinity of routings. For example:

1.8.1.3.1 V338 (GEROR-MURAD): 16,580 ft peak 3438N 06737E (north edge of airway)

1.8.1.3.2 A453 (MURAD-PAROD): 14,800 ft peak 3326N 06753E

1.8.1.3.3 M920 (QUINA – DOSHI) 16,440 ft peak 3521N 06847E

1.8.1.3.4 G206 (ALAMI – OMKOE) 18,832 ft peak 3538N 07053E.

1.8.1.4 Altitude changes for IFR aircraft are provided by air traffic control within the Kabul FIR once established on an airway in the Kabul ACC High Enroute Structure.

1.8.1.5 Aircraft deviating from high airways are entering Class G airspace and restricted military areas and will be subjected to fighter interception, ICAO sanctions, and denial of future over-flights.

1.8.2 Separation: Minimum non-radar longitudinal separation between overflight IFR aircraft operating on the same route and at the same altitude is 10 minutes. If simultaneous aircraft wish to enter the Kabul FIR at the same flight level, ATC shall assign each aircraft a time to cross the appropriate boundary point, based on the 10 minute separation standard. At the discretion of the air traffic controller, minimum non-radar longitudinal separation between overflight aircraft may be reduced to no closer than 10 minutes if applying the Mach Number Technique. ATC retains the right to increase spacing, on an individual or temporary basis, should circumstances warrant.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1.9.1 Civil Prior Permission Required (PPR) Allocation Procedures

1.9.1.1 An approved PPR (if required), in conjunction with MoTCA approval and the submission of a flight plan, constitutes authorization to enter the Kabul FIR and fly to the requested airport. PPR for Kabul, Kandahar and Bagram Airfields will be requested through airfield management at those airfields. PPR Forms and contact information for those airfields can be found on the RAMCC website. Airfields will forward PPR approvals to the aircrews and will be courtesy copied to Kabul ACC. PPR times are considered aircraft slot times for the specified airports. Aircrews must check NOTAMS to determine PPR requirements. Reference GEN 1.2.1 for more details

1.9.1.2 PPR times are not ATC flow times. They are based on ground handling capability only. Issuance of a PPR does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departure times and be prepared for minimum ground times. Aircrews need to consider adequate fuel for potential ground/air delays due to *unforeseen* events.

1.9.1.3 Operators shall contact Airfield Management for any changes to PPR times. Overdue aircraft procedures are initiated for aircraft late by more than 30 minutes. Cancelled flights that are not reported cause unnecessary activation of precious Search and Rescue resources. Operators violating these procedures may face denial of future requests for slot times.

1.9.1.4 PPRs are valid +/-30 minutes from the approved times. This means aircraft must arrive and depart no earlier/later than 30 minutes from the approved times. Known arrival/departure changes prior to mission departure require coordination with the airfields granting the PPRs.

1.9.2 PPR Requests

1.9.2.1 PPR time request forms may be obtained from http://ramcc.dtic.mil/, via the Afghanistan link.

1.9.2.2 Requests for PPRs should be made at least 24 hours before entering the Kabul FIR or as specified in the NOTAMs. Any late requests will be considered on a case-by-case basis, and there is no guarantee the request will be approved.

1.9.3 PPR Contact Information

1.9.3.1 The RAMCC now has a phone voice menu to make it easier to contact military airfields for PPR approvals and changes.

1.9.3.1.1 To call a military airfield in Afghanistan call commercial 974-458-9555. You will hear “You have reached Al Udeid Airbase, at the tone, please enter the 7 digit extension of the party you wish to reach or 0.” You will hear a dial tone.

1.9.3.1.2 At the dial tone, enter: 436-9999. You will hear “Welcome to the RAMCC menu. For locations in Iraq, press 1. For locations in Afghanistan, press 2. If you need assistance, please stay on the line”.

1.9.3.1.3 After pressing 2 for Afghanistan, you will get the following menu:

1 = Bagram Airfield Operations
2 = Kandahar Airfield Operations
3 = Kabul Airfield Operations

1.9.3.2 RAMCC Afghanistan Contact Information on the following Website: http://ramcc.dtic.mil

1.9.3.3 Coalition Military Flights must contact the Coalition Coordination Center and Air Mobility Division contacts listed below:

Coalition Coordination Center
HQ CENTCOM, MacDill AFB, Florida:
DSN Phone:(312) 651-1152/1624
DSN Phone: (after hours)(312) 651-4189
Commercial Phone: +1 (813) 827-1152/1624
Commercial Phone: (after hours) +1 (813) 827-4189

Air Mobility Division (AMD)
DSN Phone: (318) 436-4127/4422
Commercial Phone: (974) 450-3452 Ext 436-4422

1.9.4 Slot Time Allocation/PPR Procedures for all International Security Assistance Force (ISAF)

1.9.4.1 **General**: The Allied Movement Co-ordination Centre (AMCC) (ISAF) based in Eindhoven, NL co-ordinates all ISAF transport aircraft planning to arrive at and/or depart from, any location within the Kabul FIR. AMCC ISAF Co-ordinates PPR for all ISAF transport aircraft with Kabul ACC and other airport managements for the following aerodromes:

Bagram (OAIX)
Kabul (OAKB)
Kandahar (OAKN)
Masar-I-Sharif (OAMS)

1.9.4.2 The AMCC ISAF issues ‘Slot Times” for all ISAF transport aircraft planning to arrive at and/or depart from any other location within the Kabul FIR. This applies to all ISAF military operated air transport flights and ISAF military contracted civilian operated air transport flights.

1.9.4.3 A ‘slot time’/PPR approval’ issued by AMCC ISAF and an allocated ISAF call sign constitutes authority for that aircraft to enter the Kabul FIR, and proceed via the issued routing, times, checkpoints, altitudes, and arrival/departure timings, unless directed otherwise by Air Traffic Control without any further approval through AF MOTCA. A ‘slot time/PPR time’ is not a flight plan to an aerodrome.

1.9.4.4 ‘Slot times/PPR times’ are not Air Traffic flow times. They are based primarily on ground handling, taxiway usage, and parking availability at the intended aerodrome(s). A valid ‘slot time/PPR time’ does not constitute or imply air traffic control agencies have been

notified or that flight safety, flight separation, weather conditions, or threat assessments have been considered. In addition, a valid 'slot time' for an aerodrome does not guarantee ground services are available for the operator. The operator, either civil or military, must make prior arrangements with an appropriate agency at the intended airport/facility for all ground handling and services required. A "PPR" is required at selected airports. (See Section Gen 1.2.1 for PPR instructions). NOTE: Operators should plan for adequate fuel for potential ground/air delays due to unforeseen events.

1.9.4.5 Operators shall contact AMCC ISAF for any changes or delays to 'slot times/PPR times'. Overdue aircraft procedures are initiated for aircraft late more than 30 minutes. Cancelled or delayed flights, not reported to AMCC ISAF cause unnecessary activation of the Search AND Rescue resources. Operators violating these procedures may face denial of future requests for slot times.

1.9.4.6 Slot Times for Herat (OAHR), Faizabad (OAFZ), Konduz (OAUZ), and Mazar-E- Sharif (OAMS) are listed below:

Valid +/- five minutes from the time scheduled.

Arrivals:	Hour + 00/15/30/45 Minutes
Departures:	Hour + 05/20/35/50 Minutes
Example:	Arrive OAUZ 1415, and Depart 1550

1.9.5 Slot Time Requests

1.9.5.1 Slot time request procedures/forms can be obtained from the following email address: amcceindhoven1@abeheh.nl

1.9.5.2 PPR procedures/forms can be obtained from the following email address: amcceindhoven1@abeheh.nl

1.9.5.3 Slot Movement Requests Forms (SRFs) MRF/PPR Formats should be submitted at least 48 hours prior to entering the Kabul FIR but no later than 0900Z on the calendar day prior to entry. Any late requests will be considered on a case-by-case basis, and there are no guarantees the request will be approved. Approvals are generally confirmed and published on the flow plan by 1700Z of the day prior to the flight. If you are unable to receive the flow plan, a telephone call to AMCC ISAF can confirm your Slot Time/PPR booking.

1.9.5.4 Operators should forward SRFs MRF/PPRs to AMCC ISAF via the World Wide Web (www) including all details of the flight. Missing information can delay or preclude the SRF MRF/PPR being approved. Accurate contact information is essential in that AMCC ISAF personnel may need to clarify certain aspects of the SRF MRF/PPR or suggest an alternate time slot or route. Operators should include phone, fax numbers, and e-mail addresses. An English-speaking point of contact should be available on a 24-hour basis. In the remarks box, include any pertinent information, such as VIP pax, ambulatory pax, special/dangerous cargo, etc.

1.9.5.5 The AMCC ISAF is operational 24 hours per day, 7 days a week. If you have any questions regarding the filing of a SRG MRF, please phone the AMCC ISAF prior to filing.

1.9.5.6 ISAF Slot Time Contact Information

AMCC ISAF
Comm: +31 40 289 8908/8909
Fax: +31 40 289 8930
CRONOS: AMCC OPS
WWW: amcceindhoven1@abeheh.nl

ENR 1.10 FLIGHT PLANNING

1.10.1 General

1.10.1.1 All civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with ICAO rules of the air annex 2, if possible.

1.10.1.2 If ICAO flight plans are unavailable, all aircraft must file a flight plan including at least the following:

a. Callsign
b. Type
c. Departure point
d. Destination
e. Altitude
f. Route of Flight
g. Estimated time of arrival

1.10.1.3 Military flight plans from Bagram and Kandahar airports will be received by the Kabul ACC via the IMT system. Flight plans can be called in to the Kabul ACC by dialing DSN 318 237-2840 and 318.237-6841 If unable to file a flight plan at the departing point, aircrews are required to depart VFR and contact Kabul ACC as soon as possible to file in the air.

1.10.2 Procedures Applicable to Operators/Pilots

1.10.2.1 The levels at which a flight is to be conducted shall be specified in a flight plan as follows:

1.10.2.1.1 In terms of “flight levels” if the flight is to be conducted at or above the transition level, and

1.10.2.1.2 In terms of “altitudes” if the flight is to be conducted in the vicinity of an aerodrome at or below the transition altitude.

1.10.2.2 Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number, and not in terms of feet or meters as in the case with altitudes. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Crucifiant Levels.

1.10.2.3 Aircraft may enter and exit the Kabul FIR, only via the following points, and must flight plan accordingly:

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	ALTITUDE
Pakistan	GADER	N29º40'59.70" E61º28'03.42"	G206	7000 - FL290
	GADER	N29º40'59.70" E61º28'03.42"	A453	7000 - FL290
	SOKIR	N29º08'00" E64º25'01.02"	M375	10000 - FL290
	SERKA	N29º51'00" E66º15'01.02"	V390	11000 – FL290
	RIMPA	N31º26'00" E67º36'00"	G202	12000 – FL290
	LAJAK	N33º55'58.98" E70º29'58.98"	M696	FL160 – FL290
	KOTAL	N34º05'58.98" E71º08'58.02"	A455	12000 – FL290
	OMKOE	N35º36'58.02" E71º30'58.02"	G206	FL210 – FL290
	SERKA	N29º51'00" E66º15'01.02"	B466	FL310 – FL430
	ASLUM	N31º01'00" E66º37'00"	G792	FL310 – FL430
	ROSIE	N31º40'00" E68º59'58.98"	L750	FL310 – FL430
	PAVLO	N32º51'58.98" E69º25'58.98"	N644	FL310 – FL430
	SITAX	N33º05'00" E70º03'00"	A466	FL310 – FL430
	LAJAK	N33º55'58.98" E70º29'58.98"	M881	FL310 – FL430
	PADDY	N36º27'58.02" E71º37'58.02"	P500	FL310 – FL430
Tajikistan	PINAX	N37º15'00" E69º06'00"	V848	FL220 - FL290
	EGPAN	N38º25'00" E70º44'00"	V876	FL190 – FL290
	FIRUZ	N36º40'00" E71º38'00"	P500	FL310 – FL430
	EGPAN	N38º25'00" E70º44'00"	M881	FL310 – FL430
Uzbekistan	AMDAR	N37º12'30" E67º20'36"	A454	FL190 – FL290
Turkmenistan	RAPTA	N37º27'00" E65º38'00"	B442	7000 – FL290
	LEMOD	N36º10'00" E64º17'30"	M696/N644	FL180 – FL430
	RANAH	N35º35'00" E63º12'00"	V838/L750	FL160 – FL430

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	ALTITUDE
Iran	CHARN	N35º10'06.84" E61º08'07.32"	V390/G492/B466	9000 - FL430
	KAMAR	N32º39'00" E60º44'00"	G202	11000 – FL430
	SOKAM	N33º13'16.02" E60º37'54"	V338	11000 – FL290
	SIGSI	N31º05'30" E61º53'00"	V717	8000 – FL290

1.10.3 Approval Prior to Flight Plan Submission: All operators are to contact Airfield Management for prior approval to fly into destinations within Afghanistan via http://ramcc.dtic.mil/, as well as contact the Ministry of Transportation and Civil Aviation (MoTCA) for ITGA approval to land at any civil airfield.

1.10.4 Flight Plan Information

1.10.4.1 Operators should use the appropriate flight plan designation specified for the RNP-10 route flown. The letter R should be placed in Block 10 of the Host Nation International Flight Plan or ICAO International Flight Plan to indicate that the aircrew has reviewed the planned route of flight to determine RNP-10 requirements and the aircraft and operator have been approved by the appropriate approval authority to operate in areas or on routes where RNP-10 is a requirement for operation.

1.10.4.2 During flight planning, the flight aircrew should pay particular attention to conditions that may affect operations in RNP-10 airspace (or on RNP-10 routes). These include, but may not be limited to:

1.10.4.2.1 Verifying the aircraft is approved for RNP-10 operations.

1.10.4.2.2 Verifying the RNP-10 time limit has been accounted for.

1.10.4.2.3 Verifying the letter R is annotated in Block 10 (Equipment) Host Nation International Flight Plan or ICAO International Flight Plan.

1.10.4.2.4 Verifying the requirements for GPS, such as FDE, if appropriate for the operation.

1.10.4.2.5 If required for a specific navigation system, accounting for any operating restriction related to RNP-10 approval/compliance. The requirement is for an indication, in tabular form, of the addresses allocated to flight plans.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1.11.1 Herat (OAHR) Requirements

1.11.1.1 Flight plans and associated messages of flights with Herat Airport (OAHR) as a destination, departure or alternate aerodrome must include Herat Tower AFTN address (OAHRYAYX) in the address list.

ENR 1.12 INTERCEPTION OF CIVIL AICRAFT

1.12.1 Interception Procedures: The following procedures and visual signals apply throughout the Kabul FIR in the event of interception of an aircraft. An aircraft that is intercepted by another aircraft shall immediately:

1.12.1.1 Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;

1.12.1.2 Notify, if possible the appropriate air traffic services unit;

1.12.1.3 Attempt to establish radio-communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHZ, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHZ;

1.12.1.4 If equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.12.2 Phraseology During Interception

1.12.2.1 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciation in the following table, transmitting each phrase twice.

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SA-IN	My call sign is (call sign)
WILCO	VILL-KO	Understood. Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK	HI-JACK	I have been hijacked
LAND	LAAND	I request to land at (Place name)
DESCEND	DEE-SEND	I require descent

1.12.2.2 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.12.2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals and/or by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual and/or radio instructions given by the intercepting aircraft.

1.12.2.4 The visual signals for use while intercepting are detailed on pages ENR 1.12-2 to ENR 1.12-4.

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

1.12.3 Signals for Use in the Event of Interception

1.12.3.1 Signals initiated by intercepting aircraft and responses by intercepted aircraft:

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. *Note 1 Meteorological conditions or terrain may required the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2.-If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note.-Additional action required to be taken by intercepted aircraft is prescribed in Annex 2. Chapter 3, 3.8.*	Understood, will comply.

2	DAY or NIGHT – An abrupt break away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more with out crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT- Rocking the aircraft.	Understood will comply.
3	DAY or NIGHT- Lowering landing gear (if fitted), showing steady landing lights and over flying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT- Lowering landing gear (if fitted) showing steady landing lights and following the intercepting aircraft and if, after overflying the runway in use or helicopter landing area, landing is considered safe. Proceeding to land.	Understood will comply.

1.12.3.2 Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT-Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 1000FT (300M) but not exceeding 2000FT (600M) (in the case of a helicopter, at a height exceeding 170FT (50M) but not exceeding 330FT (100M) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT- If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and use the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood follow me. Understood you may proceed.
5	DAY or NIGHT – Regular switching on and off all available lights but in such a manner as to be distinct from flashing lights.	Cannot Comply.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT – Irregular flashing of all available lights.	In distress.	DAY or NIGHT- Use Series 2 signals prescribed for intercepting aircraft.	Understood.

ENR 1.13 UNLAWFUL INTERFERENCE

1.13.1 General

1.13.1.1 An aircraft which is being subjected to unlawful interference shall endeavor to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

1.13.1.2 The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact via normal air-ground voice communications.

1.13.2 Procedures

1.13.2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

1.13.2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

1.13.2.2.1 Attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

1.13.2.2.2 Proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 – Regional Supplementary Procedures; or

1.13.2.2.3 If no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 2000 FT (600 M) if above FL290 or by 1000 FT (300 M) if below FL290.

1.13.2.3 An aircraft equipped with an SSR transponder is expected to operate the transponder on Mode A Code 7500 to indicate specifically that it is the subject of unlawful interference. The aircraft may operate the transponder on Mode A Code 7700, to indicate that it is threatened by grave and imminent danger, and requires immediate assistance.

1.13.2.4 Action to be taken by SSR-equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168). Action to be taken by CPDLC-equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444), and guidance material on the subject is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).

ENR 1.14 AIR TRAFFIC INCIDENTS

The Air Traffic Incident procedures described below are derived from Appendix 4 to ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management

1.14.1 Definition of Air Traffic Incidents

1.14.1.1 Air traffic incident. A serious occurrence related to the provision of air traffic services, such as:

a. Aircraft proximity (AIRPROX),
b. Serious difficulty resulting in a hazard to aircraft caused, for example, by:
c. Faulty procedures,
d. Non-compliance with procedures, or
e. Failure of ground facilities.

1.14.2 Definitions for Aircraft Proximity (AIRPROX)

1.14.2.1 **Aircraft proximity (AIRPROX).** A situation in which, in the opinion of the pilot or air traffic services personal, the distance between aircraft, as well as relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

a. **Risk of collision.** The risk classification of aircraft proximity in which serious risk of collision has existed.
b. **Safety not assured.** The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.
c. **No risk of collision.** The risk classification of aircraft proximity in which no risk of collision has existed.
d. **Risk not determined.** The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

1.14.2.2 **AIRPROX.** The code word used in an air traffic incident report to designate aircraft proximity.

1.14.3 Designation of Air Traffic Incidents. Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as 1.14.2.1 a above	AIRPROX(aircraft proximity)
as 1.14.1.1.c & d above	Procedure
as 1.14.1.1 e above	Facility

1.14.4 Use of the Air Traffic Incident Report Form (See page 1.14-3 to 1.14-4)

1.14.4.1 The Air Traffic Incident Report Form is intended for use:

a. By a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.
Note: The form, if available on board, may also be of use in providing a template for making the initial report in flight.

b. By an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.
Note: The form may be used as a template for the text of a message to be transmitted over the AFS network.

1.14.5 Reporting Procedures (including in-flight procedures)

1.14.5.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident.

1.14.5.1.1 During flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately. Inform air traffic control immediately of intentions to file a report to facilitate a timely investigation.

1.14.5.1.2 As promptly as possible after landing, submit a completed Air Traffic Incident Report Form for the following reasons:

1.14.5.1.2.1 Confirming a report of an incident made initially via air/ground frequency, or for making the initial report on such an incident if it had not been possible to report it by radio.

1.14.5.1.2.2 For reporting an incident that did not require immediate notification at the time of occurrence.

1.14.5.2 An initial report made by radio should contain the following information:

1.14.5.2.1 Aircraft identification

1.14.5.2.2 Type of incident, e.g. aircraft proximity

1.14.5.2.3 The incident details of sections A, F, I, J, K, L, M, N and O in the form in section 1.14.7.

1.14.5.3 The confirmatory report of an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to each of the following;

a.	**MoTCA via fax**	**(00873) 762-523-846**
b.	**MoTCA liaison**	**(00873) 070-172-299**
c.	**CFACC Safety**	**mu_affora3fliaison@auab.centaf.af.mil**

1.14.6 Purpose of Reporting and Handling of the Form

1.14.6.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident

should be determined in the incident investigation and classified as “risk of collision”, “safety not assured”, “no risk of collision” or “risk not determined”

1.14.6.2 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

1.14.7 Air Traffic Incident Report Form. The Air Traffic Incident Report form is to be used when submitting or receiving a report on an incident. The form is available as an embedded document in this AIP or as a standalone document on the RAMCC website (http://ramcc.dtic.mil). Shaded boxes contain items to be included in an initial report by radio.

Section 1 – GENERAL INFORMATION

TYPE OF INCIDENT	A	INCIDENT/AIRPROX/PROCEDURE/ FACILITY*
Name of pilot in command	B	
Operator	C	
Identification marking of aircraft	D	
Aircraft Type	E	
Radio call sign - In communication with frequency at time of incident	F	
Aerodrome of departure	G	
Aerodrome of first intended landing and destination, if different	H	
Type of flight plan	I	IFR/VFR NONE*
Position at time of incident heading or route-true speed	J	
Flight Level. Altitude or Height-Altimeter setting-Attitude	K	Level flight/Climbing/descending/Turning*
Flight weather conditions at time of incident	L	IMC/VMC Above/below cloud/ Fog / Haze Horizontally from cloud between cloud layers In cloud /rain/ snow/ sleet/ Fog/ Haze/ Flying onto/ out of sun Flight visibility
Date and time of incident in UTC Reported by radio to:	M	AFIS/TWR/ACC/FIC*

		At…….(date/time)

* Delete that which is not applicable.

Section 2 – DETAILED INFORMATION

Description of other aircraft if relevant (type, high/low wing, number of engines, radio call sign registration marking, color, lighting, other available details)	N	
Description of incident (if desired add comment or suggestion including your opinion on the probable cause of the incident. In case of near/collision, give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either aircraft)	O	

Date of completion of form: Time: Place…….	Function and signature of person receiving report ……	Function and signature submitting report ……..

Section 3 - SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERED

How report received	P	Radio/telephone/teleprinter* at ARO/AFIS/TWR/APP/ACC/FIC*
Details of ATS action: clearance, incident observed on Radar, warning giving result of local inquiry, etc.	Q	

* Tick out as appropriate	Signature of ATS officer……. Date/time UTC……

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

2.1 FLIGHT INFORMATION REGION AND TERMINAL CONTROL AREAS

2.1.1. Area Control Center: The Kabul ACC is comprised of the High and Low Enroute Structures.

2.1.1.1 The **High Enroute structure** is class A airspace and comprises upper air routes B466, G792, L750,N644 A466, G796, M881 and P500 (see ENR 6.2). The air routes are 20 NM wide, 10 NM either side of the designated track from FL290 to FL450. Aircraft will generally be assigned standard levels according to direction between the Lowest Assignable Level (LAL) of FL310 and the Maximum Assignable Level (MAL) of FL430.

2.1.1.2 From 2000 – 0000Z daily, the lower boundary of class A airspace drops to FL270, allowing a LAL of FL280, on air routes L750, N644, A466 and G796 only.

2.1.1.3 Civilian aircraft are not to deviate off the designated upper air routes. Civilian aircraft operating on the upper air routes must have TCAS as per GEN 1.5.4.1.

2.1.1.4 The **Low Enroute structure** is class E airspace and comprises lower air routes as shown at ENR 6.1. The air routes are 20 NM wide, 10 NM either side of the designated track from FL160 to FL290, except where the route intersects with an upper air route. Upper air routes take precedence. Civilian aircraft are not to deviate off the low altitude air routes except for aircraft at or below FL235. Any aircraft that deviates off the low altitude air routes will enter class G airspace and receive limited Flight Information Service only.

2.1.1.5 All civil air routes and flight levels are separated from military airspace. Any deviation from these civil air routes and flight levels may cause traffic conflicts with ongoing military operations. Civil operations in class G airspace shall be kept to the minimum tracking necessary to access airfields that do not underlie the air route structure. Failure to comply with these procedures may result in interception by armed coalition fighter aircraft.

2.1.2 Terminal Control Areas (TMA):

2.1.2.1 **Bagram** Class C airspace – 20 NM radius of Bagram TACAN (BGM) from 1,000 ft AGL up to FL290, excluding that airspace which is Class D, and that airspace which is included in Kabul class C airspace.

2.1.2.2 **Kabul** Class C airspace – occupies the southern portion of the Bagram class E airspace from 1000 ft AGL up to FL150 west of the Bagram 180 radial and FL160 east of the radial. A full description of the airspace is at ENR 1.4.1.3.

2.1.2.2.1 Aircraft will remain clear of an area clockwise from BGM 160 radial to the 235 radial FL280 – FL290.

2.1.2.3 **Kandahar**: Class C airspace – 50 NM radius from the ARP, from 1000 ft AGL up to FL290.

2.1.2.4 **Bagram** Class E airspace – from 20 NM to 50 NM radius of Bagram TACAN (BGM) from 1,000 ft AGL up to FL290, excluding that airspace in the class A air routes.

2.1.3 Control Zones:

2.1.3.1 **Kabul**

2.1.3.1.1 Class D airspace – 6 NM radius of the ARP surface to 9,500 AMSL. This airspace lies within and under Kabul's Terminal Control airspace in paragraph ENR 2.1.2.2.

2.1.3.1.2 All aircraft are to avoid the Afghan Army helicopter corridor. Corridor is defined at ENR 3.4.

2.1.3.1.3 All aircraft will remain clear of the airspace bounded by: 3546N06907E, 354325N0693947E, 352426N06932E and 3530N06903E.

2.1.3.2 **Bagram**: Class D airspace – 5 NM radius from the ARP surface up to and including, 7,400 ft AMSL.

2.1.3.3 **Kandahar**: Class D airspace – 5 NM radius from the ARP surface up to, but not including, 6,000 feet AMSL.

2.1.3.4 **Jalalabad**: Class D airspace – 5 NM radius from ARP up to but not including 4,300 AMSL.

2.1.3.5 **Herat**: Class D airspace – 10 NM radius from ARP up to and including 7,000 AMSL.

2.1.3.6 **Masar E Sharif** Class D airspace -. 6 NM radius from ARP up to and including 4,000 AMSL.

2.1.4 All other airfields: All other airfields are uncontrolled aerodromes and therefore considered Class G airspace.

2.1.5 RADAR Services

2.1.5.1 Radar control services are provided within Bagram, Kabul and Kandahar class C airspace, and Bagram class E airspace.

ENR 3 ATS ROUTES

3.1 LOWER ATS ROUTES

3.1.1 If entering the Low Altitude Structure at or below FL290 from the North between LEMOD Waypoint on M696 clockwise to LAJAK Waypoint on M696, aircraft should contact Kabul ACC on 118.3 VHF or 242.6 UHF. If entering Kabul ACC at or below FL290 from the South between MAXIN Waypoint on G202 clockwise to RANAH Waypoint on V838, aircraft should contact Kabul ACC on 120.9 VHF or 361.0 UHF. If unable to contact Kabul ACC on VHF or UHF, attempt to contact via HF frequencies 5658 or 10018. All aircraft, both IFR and VFR, must continually monitor the frequency assigned by air traffic control.
3.1.1.2 Afghan Advisory (air to air): 126.325

3.1.2 All air routes are identified by latitude and longitude references and utilize modified RNP-10 requirements. Aircraft must be capable of maintaining RNP-10 without reliance on ground based navigation aid updates in the Kabul FIR.

3.1.3 All air routes are laterally defined by a centerline with boundaries 10 NM on each side of the centerline.

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
A453	**GADER** N29°40’59.70” E61°28’03.42”	**VACUK** N30°42’44.48” E63°51’19.02”	7000	NONE
A453	**VACUK** N30°42’44.48” E63°51’19.02”	**DANOB** N31°15’07.71” E65°16’27.11”	7000	11000
A453	**DANOB** N31°15’07.71” E65°16’27.11”	**PAROD** N31°29’00” E65°54’00”	7000	7000
A453	**PAROD** N31°29’00” E65°54’00”	**EGLIS** N31°53’07.99” E66°23’30.38”	12800	12800
A453	**EGLIS** N31°53’07.99” E66°23’30.38”	**MAXIN** N32°46’30” E67°27’00”	12800	17000
A453	**MAXIN** N32°46’30” E67°27’00”	**PATOX** N33°32’54” E68°25’12”	16300	23000
A453	**PATOX** N33°32’54” E68°25’12”	**KEDAR** N34°10’04.07” E68°53’15.39”	16500	17000
A453	**KEDAR** N34°10’04.07” E68°53’15.39”	**MURAD** N34°31’00” E69°09’00”	16500	16500
A453	**MURAD** N34°31’00” “E69°09’00”	**MIXEL** N34°27’19.05” E70°04’54.67”	16500	16500

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
A453	**MIXEL** N34°27’19.05” E70°04’54.67”	**RAMSO** N34°25’48” E70°28’30”	16500	16500
A453	**RAMSO** N34°25’48” E70°28’30”	**LAJAK** N33°55’58.98” E70°29’58.98”	16900	25000
A454	**AMDAR** N37°12’30” E67°20’36”	**KHOLM** N36°43’00” E67°41’00”	18400	18400
A454	**KHOLM** N36°43’00” E67°41’00”	**DOSHI** N35°36’00” E68°26’30”	18400	32000
A454	**DOSHI** N35°36’00” E68°26’30”	**MURAD** N34°31’00” E69°09’00”	18400	29000
A455	**RAMSO** N34°25’48” E70°28’30”	**KOTAL** N34°05’58.98” E71°08’58.02”	11200	25000
G202	**KAMAR** N32°39’00” E60°44’00”	**FARAH** N32°22’00” E62°09’30”	10400	26000
G202	**FARAH** N32°22’00” E62°09’30”	**DILAM** N32°10’30” E63°24’00”	10400	26000
G202	**DILAM** N32°10’30” E63°24’00”	**DOLAN** N31°50’30” E64°39’00”	10300	21000
G202	**DOLAN** N31°50’30” E64°39’00”	**BOTUV** N31°40’12.66” E65°14’58.20”	10300	10300
G202	**BOTUV** N31°40’12.66” E65°14’58.20”	**PAROD** N31°29’00” E65°54’00”	10300	10300
G202	**PAROD** N31°29’00” E65°54’00”	**DEBUG** N31°26’53.86” E66°34’51.07”	11200	11200
G202	**DEBUG** N31°26’53.86” E66°34’51.07”	**RIMPA** N31°26’00” E67°36’00”	11200	11200
V718	**GEROR** N34°12’36” E62°13’18”	**ALEXY** N33°11’30” E62°50’00”	12000	12000
V718	**ALEXY** N33°11’30” E62°50’00”	**DILAM** N32°10’30” E63°24’00”	12800	25000
V718	**DILAM** N32°10’30” E63°24’00”	**VACUK** N30°42’44.48” E63°51’19.02”	12800	16500

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
V718	**VACUK** N30°42’44.48” E63°51’19.02”	**EMERO** N30°14’23.88” E65°06’18.50”	5000	Unknown
V718	**EMERO** N30°14’23.88” E65°06’18.50”	**SERKA** N29°51’00” E66°15’00”	11200	Unknown
V718 Caution: Approaching SERKA from EMERO, R249E in the Karachi FIR is very close to the air route to the south. It is recommended aircraft maintain centerline into and out of SERKA to avoid the restricted area.				
G206	**GADER** N29°40’59.70” E61°28’03.42”	**NABKA** N31°28’59.86” E62°51’06.92”	10200	NONE
G206	**NABKA** N31°28’59.86” E62°51’06.92”	**DILAM** N32°10’30” E63°24’00”	10200	21000
G206	**DILAM** N32°10’30” E63°24’00”	**BAGNI** N32°37’30” E64°26’30”	14700	21000
G206	**BAGNI** N32°37’30” E64°26’30”	**RIKAD** N33°27’42” E66°27’30”	14700	20000
G206	**RIKAD** N33°27’42” E66°27’30”	**NEVIV** N33°58’48” E67°47’00”	17900	27000
G206	**NEVIV** N33°58’48” E67°47’00”	**TABDA** N34°18’32.12” E68°36’17.50”	17900	23000
G206	**TABDA** N34°18’32.12” E68°36’17.50”	**MURAD** N34°31’00” E69°09’00”	17900	18000
G206	**MURAD** N34°31’00” E69°09’00”	**IMGES** N34°59’01.74” E70°09’08.84”	16500	16500
G206	**IMGES** N34°59’01.74” E70°09’08.84”	**ALAMI** N35°06’06” E70°25’12”	16500	21000
G206	**ALAMI** N35°06’06” E70°25’12”	**OMKOE** N35°36’58.02” E71°30’58.02”	20100	29000
M375	**DAVER** N29°34’18” E64°40’36”	**EMERO** N30°14’23.88” E65°06’18.50”	9500	17000
M375	**EMERO** N30°14’23.88” E65°06’18.50”	**DASAP** N30°58’19.13” E65°34’12.77”	9500	9500
M375	**DASAP** N30°58’19.13” E65°34’12.77”	**PAROD** N31°29’00” E65°54’00”	9500	9500

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
M375	**PAROD** N31°29’00” E65°54’00”	**ITIDA** N32°03’07.65” E66°03’28.65”	15400	15400
M375	**ITIDA** N32°03’07.65” E66°03’28.65”	**RIKAD** N33°27’42” E66°27’30”	15400	20000
M375	**RIKAD** N33°27’42” E66°27’30”	**VUVEN** N34°32’30” E66°55’30”	16900	VFR corridor only
M375	**VUVEN** N34°32’30” E66°55’30”	**SERGO** N35°14’29” E67°07’18”	16900	VFR corridor only
M375	**SERGO** N35°14’29” E67°07’18”	**KHOLM** N36°43’00” E67°41’00”	15300	VFR corridor only
M696	**LEMOD** N36°10’00” E64°17’30”	**RESOT** N35°55’30” E64°46’12”	17500	26000
M696	**RESOT** N35°55’30” E64°46’12”	**SERGO** N35°14’29” E67°07’18”	17500	Unknown
M696	**SERGO** N35°14’29” E67°07’18”	**VUSAR** N34°50’22.21” E68°15’27.98”	17500	Unknown
M696	**VUSAR** N34°50’22.21” E68°15’27.98”	**MURAD** N34°31’00” E69°09’00”	17500	18000
M696	**MURAD** N34°31’00” E69°09’00”	**GERAN** N34°14’20” E69°48’12”	17300	17300
M696	**GERAN** N34°14’20” E69°48’12”	**LAJAK** N33°55’58.98” E70°29’58.98”	17300	25000
M920	**DOSHI** N35°36’00” E68°26’30”	**QUINA** N36°08’06.42” E68°52’09.24”	17500	29000
M920	**QUINA** N36°08’06.42” E68°52’09.24”	**COKIB** N36°47’48” E69°23’00”	17500	26000
V338	**SOKAM** N33°13’16.02” E60°37’54”	**GEROR** N34°12’36” E62°13’18”	10700	16000
V338	**GEROR** N34°12’36” E62°13’18”	**VELDT** N34°30’00” E64°54’00”	16900	16900
V338	**VELDT** N34°30’00” E64°54’00”	**VUVEN** N34°32’30” E66°55’30”	16900	Unknown

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
V338	**VUVEN** N34°32’30” E66°55’30”	**LONEX** N34°31’33.63” E68°23’17.97”	18600	Unknown
V338	**LONEX** N34°31’33.63” E68°23’17.97”	**MURAD** N34°31’00” E69°09’00”	18600	19000
V390	**CHARN** N35°10’06.84” E61°08’07.32”	**GEROR** N34°12’36.00” E62°13’18.00”	8800	8800
V390	**GEROR** N34°12’36.00” E62°13’18.00”	**BAGNI** N32°37’30” E64°26’30”	15600	26000
V390	**BAGNI** N32°37’30” E64°26’30”	**ELUMA** N31°52’35.70” E65°23’52.57”	12200	18000
V390	**ELUMA** N31°52’35.70” E65°23’52.57”	**PAROD** N31°29’00” E65°54’00”	10800	10800
V390	**PAROD** N31°29’00” E65°54’00”	**PARES** N30°54’14.50” E66°01’07.46”	7800	7800
V390	**PARES** N30°54’14.50” E66°01’07.46”	**SERKA** N29°51’00” E66°15’00”	10900	10900
V717	**SIGSI** N31°05’30” E61°53’00”	**FARAH** N32°22’00” E62°09’30”	7700	VFR corridor only
V717	**FARAH** N32°22’00” E62°09’30”	**LABUS** N33°23’12” E62°15’50”	10200	22000
V717	**LABUS** N33°23’12” E62°15’50”	**GEROR** N34°12’36” E62°13’18”	10200	10200
V717	**GEROR** N34°12’36” E62°13’18”	**DAXUP** N34°59’00” E63°06’30”	12900	12900
V717	**DAXUP** N34°59’00” E63°06’30”	**JIMPO** N35°18’00” E63°39’00”	12700	13000
V717	**JIMPO** N35°18’00” E63°39’00”	**RESOT** N35°55’30” E64°46’12”	12700	29000
V717	**RESOT** N35°55’30” E64°46’12”	**UKMUS** N36°27’00” E66°22’48”	10300	24000
V717	**UKMUS** N36°27’00” E66°22’48”	**XARDO** N36°43’48” E67°15’30”	10300	10300

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
V717	**XARDO** N36°43’48” E67°15’30”	**KHOLM** N36°43’00” E67°41’00”	10300	10300
V717	**KHOLM** N36°43’00” E67°41’00”	**IVAGA** N36°40’00” E68°55’00”	10300	10300
V717	**IVAGA** N36°40’00” E68°55’00”	**COKIB** N36°47’48” E69°23’00”	14000	14000
V717	**COKIB** N36°47’48” E69°23’00”	**KAVOG** N37°05’30” E70°30’00”	14000	22000
V838	**RANAH** N35°35’00” E63°12’00”	**JIMPO** N35°18’00” E63°39’00”	13500	18000
V838	**JIMPO** N35°18’00” E63°39’00”	**VELDT** N34°30’00” E64°54’00”	13500	22000
V838	**VELDT** N34°30’00” E64°54’00”	**RIKAD** N33°27’42” E66°27’30”	17500	Unknown
V838	**RIKAD** N33°27’42” E66°27’30”	**MAXIN** N32°46’30” E67°27’00”	17500	Unknown
V848	**PINAX** N37°15’00” E69°06’00”	**COKIB** N36°47’48” E69°23’00”	21100	21100
V848	**COKIB** N36°47’48” E69°23’00”	**ALKIB** N35°59’40” E69°54’16”	21100	27000
V848	**ALKIB** N35°59’40” E69°54’16”	**ALAMI** N35°06’06” E70°25’12”	21100	NONE
V848	**ALAMI** N35°06’06” E70°25’12”	**RAMSO** N34°25’48” E70°28’30”	16800	21000
B442	**RAPTA** N37°27’00” E65°38’00”	**UKMUS** N36°27’00” E66°22’48”	7000	7000
B442	**UKMUS** N36°27’00” E66°22’48”	**SERGO** N35°14’29” E67°07’18”	15000	Unknown
V876	**EGPAN** N38°25’00” E70°44’00”	**KAVOG** N37°05’30” E70°30’00”	18800	VFR corridor only
V876	**KAVOG** N37°05’30” E70°30’00”	**ALKIB** N35°59’40” E69°54’16”	19800	VFR corridor only

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINUMUM OBSTACLE CLEARANCE ALITITUDE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
V876	**ALKIB** N35°59’40” E69°54’16”	**ALMOL** N35°39’47” E69°45’30”	19800	25000
V876	**ALMOL** N35°39’47” E69°45’30”	**MURAD** N34°31’00” E69°09’00”	19800	22000

ENR 3.2 UPPER ATS ROUTES

3.2.1 All High Enroute Structure over-flight aircraft must contact the Kabul ACC 10 minutes prior to entering the FIR boundary. If entering via B466/G792, L750, or A466 aircraft must contact Kabul ACC on 128.5 VHF. If entering Kabul ACC via N644 or M881 contact must be made via HF frequencies 5658 or 10018.

3.2.1.1 Afghan Advisory (air to air): 126.325

3.2.2 All air routes are identified by latitude and longitude references and utilize modified RNP-10 requirements.

3.2.3 All air routes are laterally defined by a centerline with boundaries 10 NM on each side of the centerline.

3.2.4 RVSM is not authorized above FL290 in the Kabul FIR.

3.2.5 These airways are for civil aircraft only. All military aircraft over-flights, whether US military or otherwise, must be approved by the ACA via the Air Mobility Division (AMD).

3.2.6 These routes are only for aircraft overflying the Kabul FIR that will not land at any underlying airfield unless an emergency aircraft under ICAO emergency procedures.

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
L750 **Between 2000Z to 2400Z FL280-FL430**	**RANAH** N35°35’00” E63°12’00”	**JIMPO** N35°18’00” E63°39’00”	**13500**	18000
	JIMPO N35°18’00” E63°39’00”	**VELDT** N34°30’00” E64°54’00”	13500	22000
	VELDT N34°30’00” E64°54’00”	**RIKAD** N33°27’42” E66°27’30”	15200	29000
	RIKAD N33°27’42” E66°27’30”	**MAXIN** N32°46’30” E67°27’00”	15500	29000
	MAXIN N32°46’30” E67°27’00”	**GODSI** N32°30’09.06” E67°48’54.70”	12900	29000
	GODSI N32°30’09.06” E67°48’54.70”	**ROSIE** N31°40’00” E68°59’58.98”	12900	29000
P500	**PADDY** N36°27’58.02” E71°37’58.02”	**FIRUZ** N36°40’00” E71°38’00”	26700	N/A

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
B466	**CHARN** N35°10’06.84” E61°08’07.32”	**GEROR** N34°12’36” E62°13’18”	8800	8800
	GEROR N34°12’36” E62°13’18”	**BAGNI** N32°37’30” E64°26’30”	15600	26000
	BAGNI N32°37’30” E64°26’30”	**PAROD** N31°29’00” E65°54’00”	12200	18000
	PAROD N31°29’00” E65°54’00”	**ELEKO** N30°20’05.04” E66°08’45”	10900	10900
	ELEKO N30°20’05.04” E66°08’45”	**SERKA** N29°51’00” E66°15’01.02”	10900	10900
G792	**CHARN** N35°10’06.84” E61°08’07.32”	**GEROR** N34°12’36” E62°13’18”	8800	8800
	GEROR N34°12’36” E62°13’18”	**BAGNI** N32°37’30” E64°26’30”	15600	26000
	BAGNI N32°37’30” E64°26’30”	**PAROD** N31°29’00” E65°54’00”	12200	18000
	PAROD N31°29’00” E65°54’00”	**ASLUM** N31°01’00” E66°37’00”	10200	10200
M881 NOTE: Useable by HF Equipped Aircraft only	**EGPAN** N38°25’00” E70°44’00”	**KAVOG** N37°05’30” E70°30’00”	18800	31000
	KAVOG N37°05’30” E70°30’00”	**ALAMI** N35°06’06” E70°25’12”	21800	N/A
	ALAMI N35°06’06” E70°25’12”	**LAJAK** N33°55’58.98” E70°29’58.98”	16900	25000
N644 NOTE: Useable by HF Equipped Aircraft only Between 2000Z to 2400Z FL280-FL430	**LEMOD** N36°10’00” E64°17’30”	**VUVEN** N34°32’30” E66°55’30”	16900	N/A
	VUVEN N34°32’30” E66°55’30”	**NEVIV** N33°58’48” E67°47’00”	**16900**	N/A
	NEVIV N33°58’48” E67°47’00”	**PATOX** N33°32’54” E68°25’12”	16900	30000
	PATOX N33°32’54” E68°25’12”	**MESRA** N33°16’39.46” E68°47’56.11”	12400	30000

AIR ROUTE	FIX TO LAT/LONG	FIX LAT/LONG	MINIMUM OBSTACLE CLEARANCE (MOCA)	MINIMUM RADIO RECEPTION ALTITUDE (MRA)
	MESRA N33°16’39.46” E68°47’56.11”	**PAVLO** N32°51’58.98” E69°25’58.98”	12400	30000
A466 **Between 2000Z to 2400Z FL280-FL430**	**AMDAR** N37°12’30” E67°20’36”	**KHOLM** N36°43’00” E67°41’00”	10000	29000
	KHOLM N36°43’00” E67°41’00”	**DOSHI** N35°36’00” E68°26’30”	17300	32000
	DOSHI N35°36’00” E68°26’30”	**MURAD** N34°31’00” E69°09’00”	18400	29000
	MURAD N34°31’00” E69°09’00”	**KODAD** N34°06’59” E69°24’06”	16200	30000
	KODAD N34°06’59” E69°24’06”	**BOXUD** N33°31’31.83” E69°46’11.87”	16200	30000
	BOXUD N33°31’31.83” E69°46’11.87”	**SITAX** N33°05’00” E70°03’00”	16200	30000
G796 **Between 2000Z to 2400Z FL280-FL430**	**MURAD** N34°31’00” E69°09’00”	**GERAN** N34°14’20” E69°48’12”	17300	17300
	GERAN N34°14’20” E69°48’12”	**LAJAK** N33°55’58.98” E70°29’58.98”	17300	25000

ENR 3.3 AREA NAVIGATION ROUTES

There are no Area Navigation Routes at this time.

ENR 3.4 HELICOPTER ROUTES

3.4.1 A dedicated VFR corridor is established for the Afghan Air Corps helicopters only within Kabul CTR (class D airspace) as follows:

N34° 33’ 9.6” E069° 12’ 15.0”, to N34° 34’ 00” E069° 10’ 26.4”, to N34° 33’ 27” E069° 07’ 13.8”, to N34° 35’ 3” E069° 05’ 10.2” with a width of 500 m. SFC to 500 ft AGL. All other aircraft must remain clear of this area. Contact Kabul TWR on VHF freq 129.4 for traffic information.

ENR 3.5 OTHER ROUTES

Intentionally

Blank

ENR 3.6 ENROUTE HOLDING

Intentionally

Blank

ENR 4. RADIO NAVIGATION AIDS/ SYSTEMS

4.1 RADIO NAVIGATION AIDS – ENROUTE

All of the Afghanistan navigational aids are inoperative except for the TACANs at Bagram, and Kandahar. There is an operational TACAN, DVOR and ILS located at Kabul.

ENR 4.2 SPECIAL NAVIGATION SYSTEM

There are no special navigation facilities established in the Kabul FIR. Note the RNP-10 requirements described at GEN 1.5.2.

ENR 4.3 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

Significant points for the Kabul FIR are listed at ENR 3.3 in the table describing Air Navigation Routes.

ENR 4.4 AERONAUTICAL GROUND LIGHTS—ENROUTE

There are no aeronautical ground lights – enroute in the Kabul FIR.

ENR 5.0 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

5.1.1 Introduction

5.1.1 All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified according to the following three types of areas as defined by ICAO.

5.1.2. Definitions

5.1.2.1 **Prohibited Area.** An airspace of defined dimensions, above the land areas or territorial waters of the State of Afghanistan, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

5.1.2.2 **Restricted Area.** An airspace of defined dimensions, above the land areas or territorial waters of the State of Afghanistan, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight, except at certain specified times, leads to the designation of the airspace as a restricted area as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight, unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic service practices or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

5.1.2.3 **Danger Area.** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

5.1.3 Designations

5.1.3.1 The type of area involved is indicated by the nationality letters OA, then a slash (/), followed by the letter -P- for Prohibited, -R- for Restricted and -D- for Danger. Each area is numbered and a single series of numbers is used for all areas, regardless to type, to ensure that a number is never duplicated. Each number has three digits, the first digit indicates the last digit of the area's latitude, from 29° N to 38° N, the remaining two being a sequence number.
For example, areas are assigned letter and numbers in the following manner – OA/P 401, OA/R 402, OA/D 403, OA/D 404, OA/R 405, OA/D 406, etc are all in the band of 34° N. OA/R 912 would be the 12th area established in the band of 29° N.

5.1.4 Prohibited Areas.

5.1.4.1 **OA/P 401 KABUL HIRTA** is established as follows:

a. N34°32’31” E069°18’18” to
b. N34°32’05” E069°18’18” to
c. N34°32’05” E069°17’39” to
d. N34°32’31” E069°18’18”

SFC to 3500 ft AGL. Flight is prohibited in this area due to High Intensity Radiation Transmissions.

5.1.4.2 **OA/P 407 BAMYAN** is established as follows:

a. N34º 49' 55" E067º 48' 43" to
b. N34º 50' 10" E067º 49' 43" to
c. N34º 49' 45" E067º 49' 56" to
d. N34º 49' 30" E067º 48' 57" to
e. N34º 49' 55" E067º 48' 43".

SFC to 1000 ft AGL to protect Bamyan Buddhas World Heritage Site.

5.1.4.3 **OA/P 413 HERAT A** is established as a circle radius 1.0 NM centred on position N34°06’35” E062°16’40”, SFC to FL210, for military mortar firing.

5.1.4.4 **OA/P 414 HERAT B** is established as a circle radius 1.0 NM centred on position N34°08’36” E062°11’30”, SFC to FL160, for military mortar firing.

5.1.4.5 **OA/P 418 KABUL** is established as a circle radius 0.5 NM centred on position N34°31’56” E069°11’44”, SFC to 1,000 ft AGL. Rotary wing landing is only allowed at Buzkashi field under extreme circumstances. Any rotary wing landing at the site must be first approved by COMISAF.

5.1.5 Restricted Areas.

5.1.5.1 **OA/R 101 BOST RANGE** is established as follows:

a. N31°47’36” E063°58’28” to
b. N31°55’29” E063°58’40” to
c. N31°59’55” E064°06’07” to
d. N31°56’19” E064°10’45” to
e. N31°51’20” E064°10’44” to
f. N31°50’52” E064°13’08” to
g. N31°47’41” E064°11’28” to
h. N31°47’36” E063°58’28”,

SFC to FL185 for Military Live Firing and Bombing Range. Clearances to enter not available to civil aircraft.

5.1.5.2 **OA/R 102 TARNAK RANGE** is established as follows:

a. N31°27’25” E065°49’55” to
b. N31°25’25” E065°49’51” to

c. N31°25’28” E065°46’38” to
d. N31°27’48” E065°46’42” to
e. N31°28’44” E065°48’07” to
f. N31°28’44” E065°49’43” to
g. N31°27’25” E065°49’55”
SFC to FL185 for Military Live Firing and Bombing Range. Contact Kandahar TWR for status and transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so.

5.1.5.3 **D**

5.1.5.4 **OA/R 201 FARAH RANGE** is established as follows:

a. N32°21’29” E061°01’19” to
b. N32°21’29” E062°12’29” to
c. N32°20’07” E062°12’29” to
d. N32°20’06” E062°11’19” to
e. N32°21’29” E061°01’19”,
SFC to 5000 ft AGL for Military Live Firing Range. The reliability of the location of the site is uncertain, and aircrew should approach the site with caution. Contact Farah S-3 Operations Tactical Operations Centre Officer in Charge at IVSN 60-686-7001 or DSN 318-231-7335 for details.

5.1.5.5 **OA/R 202 TARIN KOWT RANGE** is established as follows:

a. N32°35’49” E065°52’37” to
b. N32°31’55” E065°51’50” to
c. N32°32’50” E065°55’54” to
d. N32°35’49” E065°52’37”,
SFC to 10,000 ft AMSL for Military Live Firing Range. The reliability of the location of the site is uncertain, and aircrew should approach the site with caution. Contact Farah S-3 Operations Tactical Operations Centre Officer in Charge at IVSN 60-686-7001 or DSN 318-231-7335 for details.

5.1.5.6 **OA/R 403 KABUL** is established as a circle radius 0.5NM centred on position N34°31’59” E069°11’18”, SFC to 2,000ft AGL, for military UAV and other operations. Transit clearances for traffic arriving and departing OAKB co-ordinated with Kabul Tower. Prior approval required for operations within R403’ approval authority is CFC-3-AIR (DSN 318-237-3204). Host nation has exempted aircraft executing a missed approach from the requirement to avoid this restricted area.

5.1.5.7 **OA/R 404 KABUL** is established as a circle radius 0.75NM centred on position N34°31’22” E069°10’47”, SFC to 2,000ft AGL. Host nation has exempted aircraft executing a missed approach from the requirement to avoid this restricted area.

5.1.5.8 **OA/R 409 SRAN GHAR RANGE** is established as follows:

a. N34°10’28” E069°02’52” to
b. N34°07’10” E068°58’22” to
c. N34°10’12” E068°56’13” to
d. N34°13’59” E068°56’44” to
e. N34°14’32” E069°01’18” to
f. N34°13’59” E069°03’55” to
g. N34°10’28” E069°02’52”

SFC to FL160 for Military Live Firing Range. Pilots are to avoid entering at all times. Contact ISAF Airspace Manager at DSN 318-237-3747 for details.

5.1.5.9 **OA/R 410 KABUL RANGE** is established as follows:

a. N34°29’59” E069°23’20” to
b. N34°29’50” E069°28’25” to
c. N34°28’58” E069°28’14” to
d. N34°28’45” E069°28’06” to
e. N34°28’46” E069°23’51” to
f. N34°29’59” E069°23’20”

SFC to FL140 for Military Artillery Firing Range. Contact BAGRAM APP or KABUL TWR for status and transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so.

5.1.5.10 **OA/R 411 BAGRAM RANGE** is established as follows:

a. N34°50’10” E069°16’56” to
b. N34°52’33” E069°16’25” to
c. N34°57’26” E069°15’13” to
d. N34°58’02” E069°16’26” to
e. N34°54’13” E069°20’49” to
f. N34°53’11” E069°22’16” to
g. N34°49’31” E069°18’22” to
h. N34°50’10” E069°16’56”

SFC to FL170 for Military Firing Range. Contact BAGRAM APP TWR for status and transit or avoidance instructions. Status also available on Bagram ATIS. Do not enter unless in receipt of a positive instruction to do so.

5.1.5.11 **OA/R 412 BUTKHAK RANGE** is established as follows:

a. N34°28’46” E069°23’51” to
b. N34°28’45” E069°28’06” to
c. N34°27’41” E069°27’17” to
d. N34°25’31” E069°26’19” to
e. N34°25’18” E069°25’23” to
f. N34°28’31” E069°24’03” to
g. N34°28’46” E069°23’51”

SFC to FL140 for Military Artillery and Tank Range. Contact Kabul TWR for status and transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so.

5.1.5.12 **OA/R 601 MAZAR E SHARIF Range** is established as a circle radius 2.0NM centred on N36°40’30” E067°02’00” from SFC TO 13000 ft AMSL. Aircrews are to approach location with utmost caution. Contact Mazar TWR for status and transit or avoidance instructions. POC: RAOCC NORTH - IVSN 686 6527 or 686 6591, or ROSHAN 0799-742-151.

5.1.5.13 **OA/R 603 MAZAR Range** is established as follows:

a. N36°40’20’’ E067°11’10’’ E to
b. N36°38’40’’ E067°12’ 40‘’E to
c. N36°38’10’’ E067°13’ 20’’E to
d. N36°38’10’’ E067°14‘40‘’E to
e. N36°39’20’’ E067°15’60’’E to
f. N36°39’50’’ E067°15’60’’E to
g. N36°40’50’’ E067°13’50’’E to
h. N36°40’50’’ E067°11’50’’E to
i. N36°40’20’’ E067°11’10’’ E.

SFC to 2,000 ft AMSL for small arms firing. Contact Mazar TWR for status and transit or avoidance instructions. POC: RAOCC NORTH - IVSN 686 6527 or 686 6591, or ROSHAN 0799-742-151.

5.1.6 Danger Areas.

5.1.6.1 **OA/D 301 Ghazni Range** is established as a circle radius 0.5 NM centred on position N33°30’17” E068°24’30” from SFC to 4,500 AGL. A tethered dirigible is secured to this location and may drift up to .5 NM from this point. The tether is marked by flags and lights, and the balloon has both steady and strobe lights during hours of darkness.

5.1.6.2 **OA/D 402 CDS/Kamari Range** is established as a circle radius 0.8NM centred on position N34°28’19” E069°19’54” from SFC to 12,500AMSL. This range is used for ammunition demolition and is active H24. For advisories contact Kabul Tower on frequency 129.4 MHZ.

5.1.6.3 **OA/D 405 CHAKHCHARAN Demolition site** is established as follows:

a. N34°33’28’ E065°16’31” to
b. N34°33’21” E065°16’34” to
c. N34°33’10” E065°16’31” to
d. N34°33’21” E065°18’22” to,
e. N34°33’28’ E065°16’31”

SFC to 7500 AGL. Aircrew should approach the site with caution. Contact Chakhcharan Tactical Operations Centre Duty Officer at IVSN 60-686-6903/6990 for details, or OACC tower on 120.5 MHz or 241.1 MHz.

5.1.6.4 **OA/D 408 HERAT RANGE** is established as a circle radius 0.5 NM centred on 34°12’54”N 062°14’31E from SFC TO 5000 ft AGL. Contact Herat Tower for details of range activity, however Tower may not be aware of all users. Aircrews are to approach location with utmost caution. POC: FSB Herat BOC - IVSN 60-686 6701, INMARSAT 0087 3600 508868 - THURAYA 0088 2168 44411279, ROSHAN 0799885181.

5.1.6.5 **OA/D 413 HERAT A** is established as a circle radius 1.0 NM centred on position N34°06’35” E062°16’40”, SFC to FL210, for military mortar firing. Managing authority is Herat BOC IVSN 686 6701, INMARSAT 00 873 600 508 868, THURAYA 00 882 168 444 1279, ROSHAN 0799 885 181.

5.1.6.6 **OA/D 415 TF PHOENIX RANGE** is established as follows:

a. N34°34’44’ E069°17’48” to
b. N34°34’39” E069°17’50” to
c. N34°34’15” E069°19’38” to
d. N34°34’24” E069°20’56” to,
e. N34°35’16” E069°22’37” to,
f. N34°36’14” E069°22’43” to,
g. N34°36’29” E069°22’17” to,
h. N34°36’55” E069°20’50” to,
i. N34°37’01” E069°20’15” to,
j. N34°37’01” E069°19’19” to,
k. N34°34’44’ E069°17’48”

SFC to 7500 AMSL. Active H24. Aircrew should approach the site with caution.

5.1.6.7 **OA/D 416 PEC 2AB RANGE** is established as follows:

a. N34°38’50’ E069°26’11” to
b. N34°37’54” E069°26’50” to
c. N34°36’53” E069°27’17” to
d. N34°36’01” E069°27’29” to,
e. N34°35’03” E069°24’20” to,
f. N34°35’36” E069°23’10” to,
g. N34°36’40” E069°23’22” to,
h. N34°38’50’ E069°26’11”

SFC to FL160. Active H24. Aircrew should approach the site with caution.

5.1.6.8 **OA/D 417 Halo Trust** is established as a circle radius 1.0 NM centred on position N34°46’26” E069°16’43” from SFC to 7,500 AGL. This range is used for demolition and is active H24.

5.1.6.9 **OA/D 602 Kunduz** is established as a circle radius 1.0 NM centred on position N36°40’11” E068°44’47” from SFC to 6,500 AGL. This range is used for demolition and is active sunrise to sunset. For advisories contact Kunduz Info on frequency 130.35 MHZ.

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

Not yet published.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

5.3.1 All operators are advised that non-military operations could be at significant risk because of ongoing military operations in Afghanistan. There are continuing reports of indiscriminate small arms and missile attacks on aircraft operating in Afghanistan, primarily at low altitudes. Therefore, operators that undertake flights within the Kabul FIR shall do so at their own risk. Compliance with AIP procedures is mandatory; safety of aircraft operating in the Kabul FIR requires strict adherence to AIP procedures. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter aircraft.

5.3.2 The following demolition sites have been identified by the International Security Assistance Force (ISAF) in Afghanistan.

5.3.2.1 Central Region:
DEH SABZ - N34° 45’ 27” E069° 29’ 24”.
LALAM KUNJ - N34° 32’ 15” E069° 43’ 57”.

5.3.2.2 The Northern Region
OURGU - N37° 04’ 56” E070° 29’ 53” .
SARI SANG - N36° 57’ 23” E069° 56’ 58”.
IRGANAK - N36° 40’ 10” E068° 44’50” .
KAR KAR - N36° 00’ 22” E068° 43’ 09” .
DORAHI - N36° 54’ 39” E067° 21” 01” .

5.3.2.3 The Western Region.
KHOM CHAR - N34° 29’ 51” E062° 17’ 32” .
SHAIDAYEE - N34° 23’ 47” E062° 22’ 09” .
Unknown - N34° 26’ 57” E062° 19’ 02” .

5.3.2.4 The Southern Region.
QESHIA JADID - N31° 40’ 38” E065° 45’ 47” .

5.3.2.5 The Eastern Region.
DARI SAYEDAH - N34° 56’ 53” E068° 49’ 43”.
SAMAR KHAIL - N34° 20’ 35” E070° 36’ 37” .
DASHTI GANBAIRY – N34° 30’ 18” E070° 22’ 08” .

5.3.3 The reliability of the above positions is uncertain. The width and the altitude of the sites are unknown. Aircraft captains are to approach and overfly the locations with outmost caution.

ENR 5.4 AIR NAVIGATION OBSTACLES - ENROUTE

Not available at this time.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

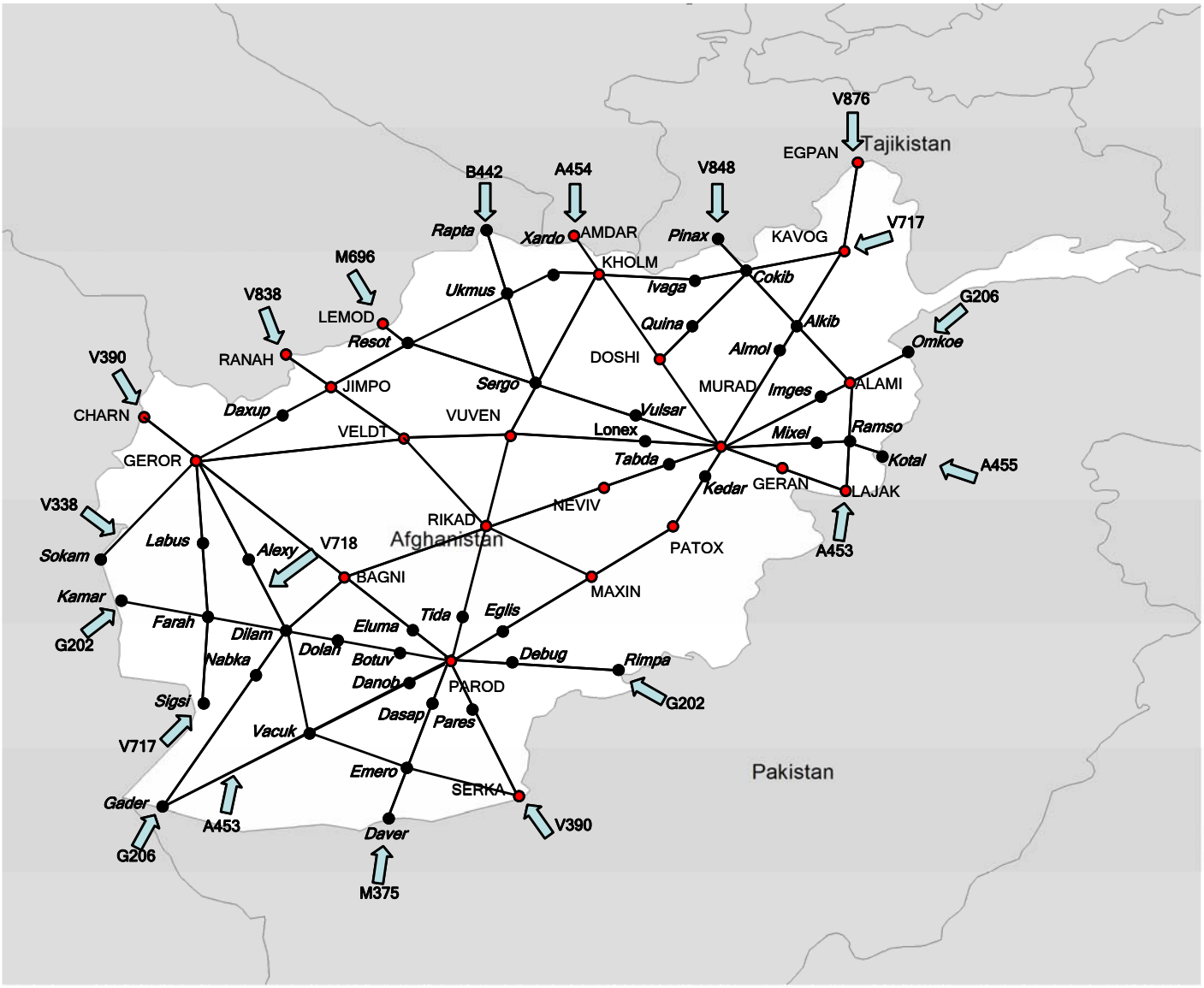
There are no known aerial sporting or recreational activities affecting the Kabul FIR.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

Not available at this time

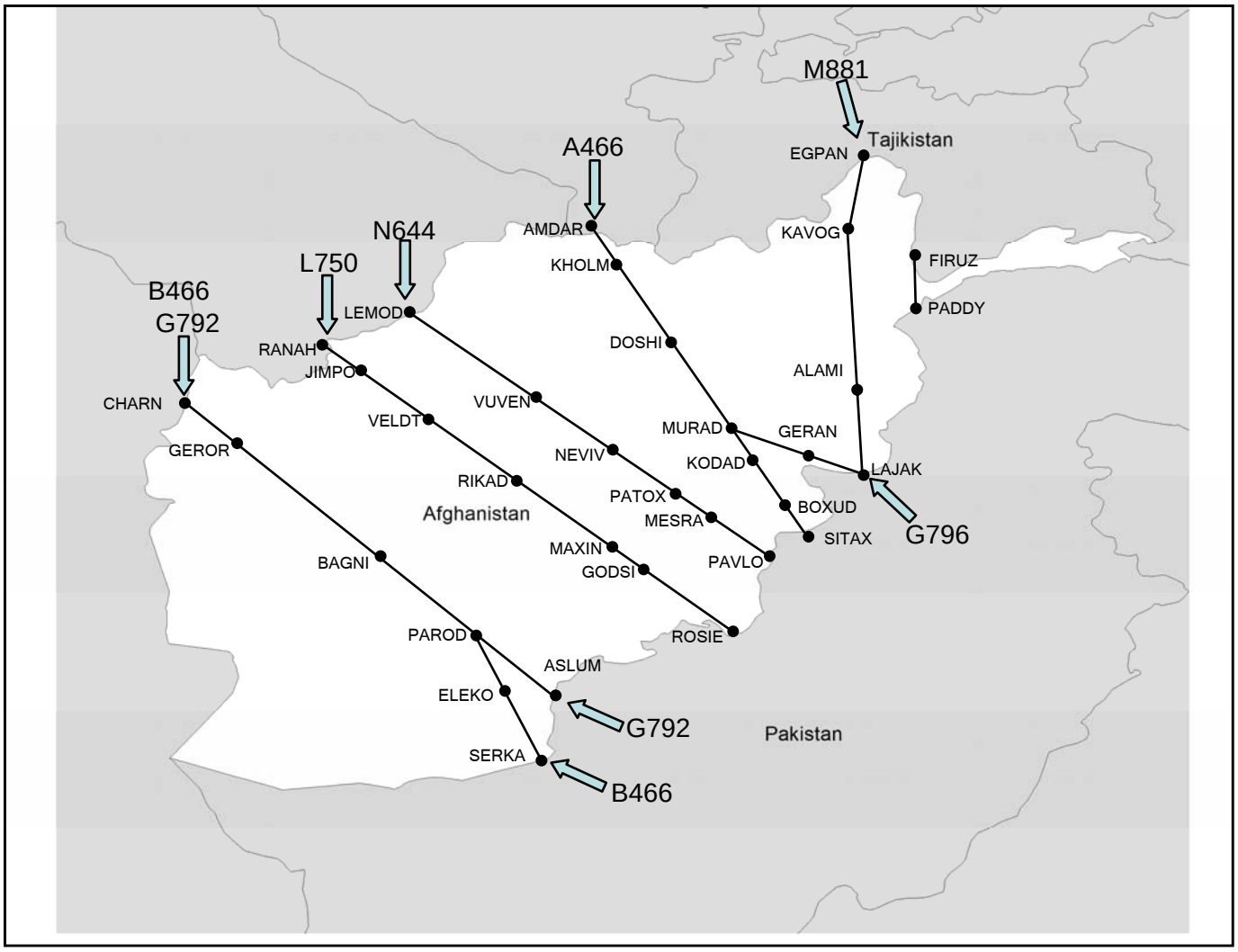
ENR 6 ENROUTE CHART – ICAO

ENR 6.1 AFGHANISTAN LOW LEVEL ENROUTE CHART



ENR 6.2 AFGHANISTAN HIGH LEVEL ENROUTE CHART

NOTE 1: N644 and M881 useable only by HF equipped aircraft.



PART 3
AERODROMES (AD)

PART 3 AERODROMES (AD)

AD 0

AD 0.1 PREFACE - Not applicable
AD 0.2 RECORD OF AIP AMENDMENT - Not applicable
AD 0.3 RECORD OF SUPPLEMENTS - Not applicable
AD 0.4 CHECKLIST OF AIP PAGES - Not applicable
AD 0.5 LIST OF HAND AMENDMENT TO THE AIP - Not applicable

AD 0.6 TABLE OF CONTENTS TO PART 3

OAKN – Kandahar

OAIX - Bagram

OAUZ – Konduz

OAHR – Herat

OAMS – Mazar-e Sharif

AD 1. AERODROMES – INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability

1.1.1 While known details of airfield status will be disseminated by NOTAM, operators should contact local authorities to confirm the NOTAM accurately reflects airfield conditions.

1.1.2 The services described herein are based on Annex 14 to the Convention on International Civil Aviation.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

Rescue and fire fighting services are provided for civil flights operating at Kabul International Airport. Services are provided to the level of RFF Category 9 unless otherwise advised by NOTAM or detailed in the respective entry in Supplement.

AD 1.3 INDEX TO AERODROMES

1.3.1 Operational aerodromes in Afghanistan are:

1. Kabul International (OAKB).
2. Kandahar (OAKN).
3. Bagram (OAIX).
4. Kunduz (OAUZ).
5. Herat (OAHR).
6. Mazar-e Sharif (OAMS).

1.3.2 Civil aircraft operations at other airfields may be permitted with prior MoTCA approval. If approval is granted, operators must comply with the procedures contained in this AIP and ICAO Annexes 2 and 11, Visual Flight Rules.

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

Not available at this time.

AD 2. AERODROMES

OAKB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OAKB – Kabul International Airport

OAKB AD 2.2 Aerodrome Geographical and Administrative Data

1	Aerodrome Reference Point coordinates and its site	N34°33'57" E069°12'45" The geographic center of the airfield
2	Distance and direction from city	1 km NE from Kabul
3	Elevation and Reference temperature	5877 ft AMSL/32.1^{0}C
4	Geoids undulation	FM RWY11 THR to ARP - 2m FM ARP to RWY29 THR - 1m
5	Magnetic variation/Annual change	3º E (2003) / -0º 01'
6	Aerodrome Administration Address Telephone Telefax Telex AFS Address	Kabul International Air Port Kabul Afghanistan Out of country: +93 7951 1301 In country: 07951 1301 Air Ops, IVSN 3903/3902, no FAX isafkaiaairopsnu@isaf-kia.nato.int KDZZNAXX
		MoTCA Mr Jawid P.O. Box 165 Kabul, Afghanistan Tel: 852 932 72168 +93 020 210 10 30 Fax: 852 932 78968 00873 762523846 OAKBYAYX
7	Types of traffic permitted	IFR and VFR
8	Remarks	NIL

OAKB AD 2.3 Operational Hours

1	Aerodrome Administration	H24
2	Customs and Immigration	Day hours
3	Health and Sanitation	H24 Nil “Honey Wagon” avail Mil Side
4	AIS Briefing Office	As per NOTAM
5	ATS Reporting Office	As per NOTAM
6	MET Briefing Office	Day hours (H24 for military)
7	Air Traffic Services	Day hours (H24 for military)
8	Fueling	Day hours Military: Request on PPR - see AD 2.4 for rules Civilian: via DAWI - arrange and inform on PPR
9	Handling	0130z-1730z (may be available outside these hours - specify on PPR)
10	Security	H24
11	Deicing	Day hours*
12	Remarks	* Only for military aircraft
13	Overnight Parking	No Overnight Parking without Chief Air Operations Permission. State Request on PPR. A PPR is mandatory to use ISAF apron at OAKB. Any aircraft requesting to use ISAF apron should submit the PPR at least 48 hours prior to entering OAKB FIR. All aircraft with ISF/ISAF callsigns are to submit a PPR via AMCC Eindhoven amcceindhoven1@abeheh.nl. For more information contact amcc isaf eindhoven/nl at commercial: +31402898908/8909. All other military aircraft must submit the PPR via Kabul air ops at the following address: isafkaiaairopsnu@isaf-kia.nato.int. For more information call Kabul air ops at commercial: +93799513903/3902/3900, IVSN: 686-3903/3902/3900.

OAKB 2.5.1 KAIA/CATO (combined air terminal operations) military passenger (pax) and cargo handling capability is limited to between 0130z-1730z as follows: one heavy(wake turbulence category) and four medium aircraft simultaneously, or two heavy (one pax and one cargo) plus two medium aircraft simultaneously, or a lesser combination. Heavy aircraft will be allocated slots at least 60 minutes apart. First medium pax departure allowed at 0330z. First heavy pax departure allowed at 0400z, first arrival allowed at 0130z. Pax departures allowed until 1730z. Request for services outside these times will only be considered for ISF/ISAF/national call sign aircraft. Movements scheduled to arrive/depart between 1730z - 0130z are required to provide pax and cargo information 24 hour prior a/c arrival/departure. Requests will be approved or rejected on a case by case basis and there are no guarantees request will be accepted or equipment will be available.

OAKB AD 2.4 Handling Services and Facilities

1	Cargo handling facilities	3x 3.5 T Forklift* 2x 4.5 T Forklift* 3x 7 T Manitou Forklift* 1x 8 T Forklift* 1x 18 T Forklift* 3x Atlas "K" loader * 1x Tractor* 2x Flat Deck Trailer*
		1x 5 T Forklift** 3x Tractor** 25x 5T Container Car** 5x 5T Pile Car** 1x "K" loader**
2	Fuel and oil types	Jet A-1
3	Fueling facilities and capacity Military Aircraft	Maximum capacity 1 603 000 liters* 1 x 6000l maximum capacity fuel truck with 400 l/min fuelling capacity* 2 x 20000l maximum capacity fuel truck with 400 l/min fuelling capacity* 2 x 15200l maximum capacity fuel truck with 800 l/min fuelling capacity* 1x 12000l maximum capacity storage truck*
	Civil Aircraft	Maximum capacity 10 million liters** 1x 90000l maximum capacity fuel truck with 800 l/min fuelling capacity** 1x 18000l maximum capacity fuel truck with 550 l/min fuelling capacity**
4	Deicing facilities	1x deicing track, with 6500L total capacity, and 150L/m spraying capacity. May not be suitable for larger aircraft.*
5	Hangar space for visiting aircraft	120 Cu M of storage space for cargo, no hangar space for visiting aircraft.*. NIL**
6	Repair facilities for visiting aircraft	NIL* Minor repairing capability**
7	Remarks	Military Fuel limited to ISAF/NATO aircraft or aircraft in support of ISAF/NATO or component nations. Quantity limited to 10,000 liters per aircraft per day, or 15,000 liters for ITAS aircraft. Operators must have contract with Netherlands based SHELL Company and use company issued 'Air Card' for payment. Others and Civil operators can obtain fuel from DAWI. Contact numbers are: + 93 (0)799 708 128 OR + 93 (0)700 788 58

OAKB AD 2.5 Passenger Facilities

1	Hotels	Compound accommodation for military only. Hotels in the Town
2	Restaurant	In the airport
3	Transportation	Only for military
4	Medical facilities	Med Hospital in Kabul 3xROLE1, 1xROLE2
5	Bank and Post Office	In the Town
6	Tourist office	In the Town
7	Remarks	NIL

OAKB AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	RFF ICAO Cat 9	
2	Rescue equipment	1x light rescue vehicle	7000 l Type-A foam with quick hose 1000 l water 100 l foam/minute Hydraulic tools for cutting, bending and lifting Airbags for lifting up to 19000kg Electrical power unit with lights Scoop stretcher Heat camera Chainsaw
		1x medium rescue vehicle	1500 l water mixed with Type-B foam 1000 l water 200 l foam/minute High pressure water delivery capacity 500kg powder 70kg carbonate Electrical power unit with lights Water gel blankets PPV fan Twin cutting saw
		4x heavy rescue vehicle	9500 l water mixed with Type-A foam Water canon, monitor 2 high pressure hoses 2 low pressure hoses Water gel blanket Medic bag Medic case Chainsaw Motor cutter 2x 6kg powder extinguisher Electrical power unit with light PPV fan Ladder Hydraulic tools for cutting, bending and lifting Air driven lifting pillows
		1x complete HAZMAT Truck	
		2x trolley with generator and lights	
		1x trolley with 2x 70kg powder units, wool blankets etc	
		1x trolley with 600kg powder	
		1x 20000 l water tank vehicle	
3	Capability for removal of disabled aircraft	1 x 20 tonne crane	

OAKB AD 2.7 Seasonal Availability

1	Types of clearing equipment	2x 4.7m sweeper 2x 2.8m sweeper 2x 5.6m snowplow 2x 2.3m snow blower 1x 2.45m snow blower 1x 11T track 1x 5T track
2	Clearance priorities	1 - RWY, TWY C, TWY F, TWY S (Main TWY) Between TWY C and TWY F, Apron 2 2 – TWY A, TWY S (Main TWY) Between TWY A and TWY C, TWY G, TWY H, Apron 1 3 – TWY P, TWY D, TWY E 4 - Other Hard Surfaces
3	Remarks	NIL

OAKB AD 2.8 Aprons, Taxiways and Check Location/Positions Data

1	Surface and strength of aprons	Apron1	Concrete and asphalt PCN: NIL
		Apron2	Concrete and asphalt PCN: NIL
		Apron3	Concrete and asphalt PCN: NIL
		Apron4	Concrete and asphalt PCN: NIL
		Apron5	Concrete and gravel PCN: NIL
		Apron6	Concrete and asphalt PCN: NIL
		Apron7	Concrete and asphalt PCN: NIL
		Apron8	Concrete and asphalt PCN: NIL
2	Width, surface and strength of taxiways	TWYA	21m, overall width 38m Asphalt PCN: NIL
		TWYC	20m, overall width 38m asphalt PCN: NIL
		TWYD	21m, overall width 38m Asphalt PCN: NIL
		TWYE	21m, overall width 38m Asphalt PCN: NIL

		TWYF	22m, overall width 39m Concrete and asphalt PCN: NIL
		TWYG	18m, overall width 40m Asphalt PCN: NIL
		TWYH	22m, overall width 40m Asphalt PCN: NIL
		TWYJ	21 m, overall width 38m Asphalt PCN: NIL
		TWYK	15m, overall width 19m Asphalt PCN: NIL
		TWYL	14m, overall width 19m Asphalt PCN: NIL
		TWYM	21m, overall width 38m Asphalt PCN: NIL
		TWYN	22m, overall width 40m Asphalt PCN: NIL
		TWYP	20m, overall width 20m Asphalt PCN: NIL
		TWYR	21m, overall width 38m Gravel shoulders Concrete and asphalt surface PCN: NIL
		TWYS	21m, overall width 38m Asphalt PCN: NIL
		TWYT	20m, overall width 20 Concrete surface, Gravel shoulders PCN: NIL
		TWYV	23 m, overall width 44 m Asphalt **PCN: NIL**
		TWYW	23 m, overall width 44 m Asphalt **PCN: NIL**
		TWYX	23 m, overall width 44 m Asphalt **PCN: NIL**
3	Location and elevation of altimeter checkpoints	RWY29 THR 5872FT RWY11 THR 5869FT	

4	Location of VOR checkpoints	Not available
5	Position of INS checkpoints	Not available
6	Remarks	NIL

OAKB AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand identification signs, taxiway guide lines and visual docking/ parking guidance system at aircraft stands	TWY centreline Parking guidance line Follow Me Car* Marshaller
2	Runway and Taxiway markings and lights	RWY centreline THR sign RWY identifier sign RWY edge line Hi intensity RWY light system TWY centreline TWY edge line RWY holding position line TWY Blue edge light
3	Stop Bars	NIL
4	Remarks	*Only for military aircraft

OAKB AD 2.10 Aerodrome Obstacles

In approach/take off Areas			In Circling Area and at AD		Remarks
1			2		3
RWY Area affected	Obstacle type Elevation Markings/LGT	Location Direction(GEO) Distance(M)	Obstacle type Elevation Markings/LGT	Location Direction(GEO) Distance(M)	
a	b	c	a	b	
DEP RWY29 ARR RWY11	Mountain 7192FT	260º 7000m FM ARP	Mountain 7215FT	010º 3600m FM ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 7401FT	265° 7500m FM ARP	Mountain 6562FT	032º 3000m FM ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 6890FT	300º 4500m FM ARP	Mountain 6365FT	075º 7000m FM ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 6890FT	312º 3900m FM ARP	Mountain 6562FT	230º 3900m FM ARP	No LGT
DEP RWY11 ARR RWY29	Mountain 7424FT	082º 11000m FM ARP	Mountain 6890FT	230º 7000m FM ARP	No LGT
DEP RWY11 ARR RWY29	Masts 6552FT	090º 11000m FM ARP	Mountain 6890FT	235º 7000m FM ARP	No LGT
DEP RWY11 ARR RWY29	Masts 6529FT	095º 12000m FM ARP	Mountain 7024FT	240º 9000m FM ARP	No LGT

2.10.1 Several uncharted masts erected close to the approach path of RWY 29 around position N34º32’34” E069º20’35” ground 600ft AGL.

2.10.2 Two unlit masts erected close to approach path of RWY 29, 6.37NM East of Kabul International Airport. Position N34º32’08” E069º20’16” and N34º22’27” E069º20’28” 900ft AGL.

2.10.3 Lit mast erected at N34º33’11” E069º14’14”, 90 ft AGL, approximately 1100 metres SE of THR RWY 29.

OAKB AD 2.11 Meteorological Information Provided

1	Associated MET Office	OAKB ISAF KAIA MET OFFICE
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	OAKB ISAF KAIA MET OFFICE H24; 9H
4	Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5	Briefing /consultation provided	Consultation in MET OFFICE, information via phone and internet isafkaiameteorologicalflight@isaf-kia.nato.int
6	Flight documentation Language(s) used	Only TAF, METAR, SPECI English
7	Charts and other information available for briefing or consultation	METAR and TAF codes of airports, satellite picture, significant weather chart, upper wind between FL240 and FL300
8	Supplementary equipment available for providing information	TACMET system
9	ATS unit provided with information	Kabul TWR and RAPCON
10	Additional information	Use station code OAKB at http://adds.aviationweather.noaa.gov/metars/ or http://www.baseops.net/metro.html/ or https://28ows.shaw.af.mil/ for US .mil computers

OAKB AD 2.12 Runway Physical Characteristics

1	**RWY**	**11**	**29**
2	**BRG True and Mag**	110°T, 107°M	290°T, 287°M
3	**RWY Dimensions**	3500m x 50m	3500m x 50m
4	**PCN**	59/R/B/W/T asphalt	59/R/B/W/T asphalt
5	**THR Coordinates**	34°34’14”N 069°11’39”E FM	34°33’40”N 069°13’50”E FM
6	**THR Elevation**	THRE 5869FT TDZE 5872FT	THRE 5872FT TDZE 5877FT
7	**Slope of RWY/SWY**	NIL	NIL
8	**SWY Dimensions**	60m x 45m	60m x 45m
9	**CWY Dimensions**	NIL	NIL
10	**Strip Dimensions**	3620m x 300m	3620m x 300m
11	**Obstacle free zone**	NIL	NIL
12	**Remarks**	NIL	NIL

OAKB AD 2.13 Declared Distances

1	**RWY**	**11**	**29**
2	**TORA**	3500m	3500m
3	**TODA**	3500m	3500m
4	**ASDA**	3560m	3560m
5	**LDA**	3500m	3500m
6	**Remarks**	NIL	NIL

OAKB AD 2.14 Approach and Runway Lighting

1	**RWY**	**11**	**29**
2	Type, length and intensity of approach lighting	Simple Approach Lighting System 420m HI	Precision Approach Category I Lighting System 900m HI
3	Threshold lights, colors and wing bars	Green	Green
4	Type of visual approach slope indicator system	PAPI NIL	PAPI 15m
5	Length of RWY touchdown zone indicator lights	NIL	NIL
6	Length spacing color and intensity of RWY centerline lights	NIL	NIL
7	Length spacing color and intensity of RWY edge lights	3500m 60m White, last 600m Yellow HI	3500m 60m White, last 600m Yellow HI
8	Color of RWY end lights and wing bars	Red	Red
9	Length and color of stopway lights	NIL	NIL
10	Remarks	NIL	NIL

OAKB AD 2.15 Other Lighting, Secondary Power Supply

1	Aerodrome Beacon	NIL
2	Location and lighting of anemometer and landing direction indicator	NIL
3	Taxiway edge and centerline lighting	Only blue edge light
4	Secondary power supply including switch-over time	AVBL
5	Remarks	NIL

OAKB AD 2.16 Helicopter Landing Area

1	Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO)	NIL
2	TLOF and/or FATO area elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	Approach and FATO lighting	NIL
7	Remarks	4 Marked positions. Large white “H”. Positions: TWY H center, TWY S – abeam ATC TWR, APN 5 and 6.

OAKB AD 2.17 Air Traffic Services Airspace

1	Airspace designation and lateral limits	Detailed in ENR 1.4
2	Vertical limits	
3	Airspace Classification	
4	Air Traffic Services unit call sign Language	Kabul Tower English
5	Transition attitude	14,000 AMSL
6	Remarks	NIL

OAKB AD 2.18 Air Traffic Services Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
ACC	Kabul Center	**North sector** 118.3 MHz 242.6 MHz **South sector** 120.9 MHz 361.0 MHz **High Sector** 128.5 MHz 5658 KHz 10018 KHz	H24	Emergency/ Guard Frequencies 121.500MHz 243.000MHz
APP	Kabul Approach	131.60 MHz 360.60 MHz	H24	
TWR	Kabul Tower	129.400 MHz 284.275 MHz 134.500 MHz	H24	
GROUND	Kabul Ground	120.300 MHz	H24	
ATIS	N/A	126.425 MHz	H24	

OAKB AD 2.19 Radio Navigation and Landing Aids

Facility	Ident	Frequency	Hours	Coordinates	DME antenna Elevation	Remarks
DVOR*	KBL	CH57X, 112.00 MHz	H24	34º32’44.2”N 069º17’25.4”E	5879 FT	
DME		CH57	H24	34º32’44.2”N 069º17’25.4”E	5879 FT	
LLZ 29 CAT I	OAKB	110.50 MHz (CH42X)	0130Z to 1300Z	34º34’16.3”N 069º11’29.5”E	5962 FT	Available day time only
GP 29 CAT I			0130Z to 1300Z	34º33’46.6”N 069º13’41.1”E	5943 FT	Available day time only
ASR	N/A	N/A	H24	34º33’51.01”N 069º12’43.98”E	5879 FT	
TACAN		CH65X		34º33’48.0”N 069º12’58.7”E	5871 FT	Military Use Only

NOTE: VOR/DME RWY 29 Approach plate and ILS RWY 29 Approach plate published in DoD FLIPS at https://164.214.2.62/products/digitalaero/index.cfm are the only authorized approach plates. All others are obsolete.

2.19.1 ILS critical area not protected. Ground movements and some parked aircraft may affect ILS signals for RWY 29.

2.19.2 ASR preventative maintenance inspection is daily from 1830z until 2130z. ASR not available during this time.

2.19.3 TACAN preventive maintenance inspection is every Friday from 0230z until 0530z. TACAN is not available during this time.

2.19.4 DVOR/DME monthly maintenance is scheduled for the first day of each month for a period of two hours. Timing is not scheduled. NOTAM and/or TWR will advise status.

2.19.5 DVOR/DME is operating without backup generator.

2.19.6 ILS maintenance is scheduled every Monday for a period of two hours. Timing is not scheduled. NOTAM and/or TWR will advise status.

2.19.7 ILS is operating without backup generator.

OAKB AD 2.20 Local Traffic Regulations

2.20.1 COM KAIA is the sole authority to close Kabul International Airport to all or select traffic. KAIA will publish closure times and affected air traffic by NOTAM.

2.20.2 FSO and ATC may temporarily suspend air operations for safety or traffic saturation. ATC will immediately inform Air Ops and adjacent ATC facilities of any suspensions.

2.20.3 ATC TWR may temporarily suspend air operations if the weather conditions are below appropriate airport minima concerning the types of approach.

2.20.4 Operators shall contact AMCC or KABUL AIR OPS for any changes to PPR/slot times. Cancelled flights that are not reported cause unnecessary activation of precious Search and Rescue resources. Operators violating these procedures may encounter denial of future requests for slot times on KAIA.

OAKB AD 2.21 Noise Abatement Procedures

2.21.1 Military helicopters are required to reduce engines to ground idle after parking for 10 minutes. Engines must be shut down if aircraft is not ready or expected to taxi within 15 minutes of being parked.

OAKB AD 2.22 Flight Procedures

2.22.1 **Taxi procedures**. All aircraft shall adhere to ATC taxi and parking instructions. Pilots are responsible for apron positioning after leaving the main taxiway when not assisted by a Follow-Me or marshaller. All ISAF and military aircraft, including commercial operators deployed by ISAF Troop Contributing Nations, should expect Follow-Me or marshaller guidance for taxi and parking. ATC may direct aircraft to taxi inbound on the military aprons, but Follow-Me or marshaller guidance is mandatory for parking operations. All aircrews should be alert for uncontrolled pedestrian and vehicle traffic at all times.

2.22.2 **Helicopter** operations. Taxiway Juliet is closed for all take-offs, landings and hovering of helicopters. ATC may approve Taxiway Juliet operations for base assigned helicopters. Taxiways Alpha, Sierra, Charlie, Hotel, Foxtrot and Golf are available for take-offs, landings and hovering of all helicopters with approval from ATC.

2.22.3 ATC will approve requests for SVFR flight from sunrise to sunset for

a. Fixed wing. 1800m (1 nautical mile) reported ground visibility (if available, otherwise flight visibility) and clear of clouds.
b. Helicopters. No visibility limit, clear of clouds.
c. SVFR is at pilot request, it will not be offered by ATC
d. Aircraft may be requested to remain above or below a given altitude and the aircraft captain is responsible for terrain clearance.
e. Upon pilot request a SVFR clearance may be issued immediately before entering or immediately before taking off from a surfaced based controlled air space.

OAKB AD 2.23 Additional Information

2.23.1 Overflights strictly prohibited North of departure end RWY 29 between TWY A and C and near TWY D and E.

2.23.2 Pilots are advised of kite activity within the OAKB centre ground 1200ft.

2.23.3 There is a danger of FOD on all shoulders. Wide bodied, multi-engine aircraft are strongly recommended to taxi with outer engines shut down to minimize the damage.

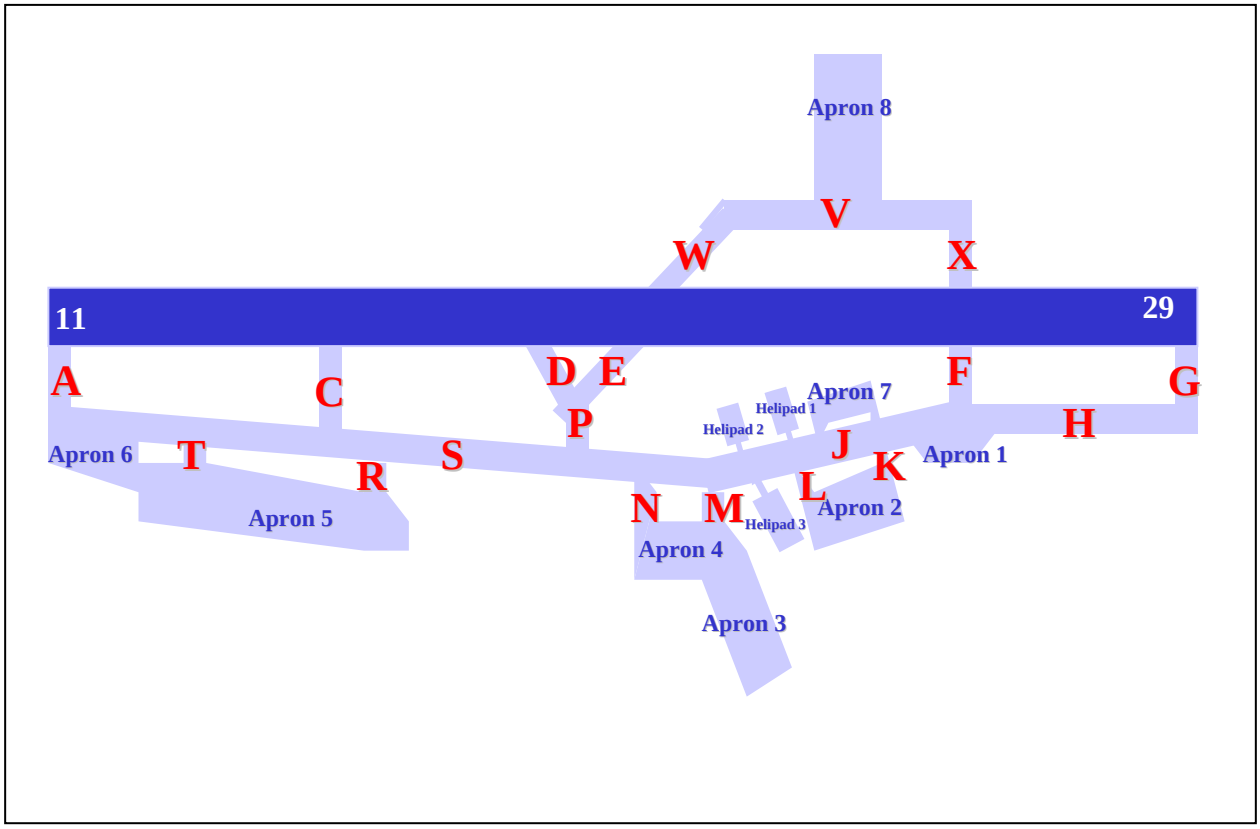
2.23.5 Meteorological balloon launched at Kabul International Airport twice daily at 1330 and 2330. Ground to 50,000ft AGL.

2.23.6 Aircraft operators are advised of Unmanned Aerial Vehicle (UAV) traffic within Kabul CTR. Contact Kabul ACC on 129.4MHz for advisories.

2.23.7 Short notice explosives ordnance disposal (EOD) activities are taking place in the vicinity of Kabul city and Kabul airport. All aircraft to and from OAKB must contact TWR on VHF 129.4 or 120.3 for information and deconfliction.

2.23.8 Aeronautical Information Service is available to ISAF aircrew at ISAF military side in staff building. (AFTN: OAKBYWYX; PTT: 00 93 (0) 799 513 133; Mobile: 00 93 (0) 799 225 107; IVSN: 686 3133; Fax: 00 93 (0) 799 513 454).

OAKB AD 2.24 Charts Related to the Aerodrome



ICAO Charts for Kabul International Airport		
1	Aerodrome Chart - ICAO	Not Produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Available in FLIPS https://164.214.2.62/products/digitalaero/index.cfm
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

OAKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OAKN - Kandahar

OAKN AD 2.2 Aerodrome Geographical and Administrative Data

1	Aerodrome Reference Point coordinates and its site	N31°30'49.1" E65°51'39.8"
2	Direction and distance from city	10 ½ miles southeast of Kandahar City
3	Elevation	3,337 ft
4	Geoids undulation	.32 field gradient
5	Magnetic variation/Annual change	1.53 degrees
6	Aerodrome Administration Address Telephone Telefax Telex AFS Address	This airfield is under the control of Coalition Forces. DSN 318-841-1323 Mob: 011 93 0799 091 820 DSN: 318-841-1125
7	Types of traffic permitted	IFR and VFR
8	Remarks	Runway under repair/construction read NOTAMS for length and width available for landing

OAKN AD 2.3 Operational Hours

1	Aerodrome Administration	H24
2	Customs and Immigration	Military customs H24, no immigration
3	Health and Sanitation	None
4	AIS Briefing Office	N/A
5	ATS Reporting Office	N/A
6	MET Briefing Office	451 AEG Weather, H24
7	Air Traffic Services	H24
8	Fueling	Fueling by prior approval only
9	Handling	Follow me vehicles assist with parking
10	Security	H24
11	Deicing	None
12	Remarks	**Prior Permission Required (PPR):** OAKN is prior permission required (PPR) only airfield. All military and civilian aircraft must submit a PPR form no later than 24 hours prior to their ETA and not earlier than 5 days prior. All PPRs must be submitted no later than 2100z for the next day. All slot times have a window of +/- 30 minutes. Aircraft not meeting their slot time will be subject to lengthy airborne delays or turned away. To request a PPR number, access RAMCC website http://ramcc.dtic.mil, click on Afghanistan, and open the OAKN PPR form. Send PPR to kandahar-ppr@kdab.centaf.af.mil.

OAKN AD 2.4 Handling Services and Facilities

1	Cargo handling facilities	Military/contract flights only
2	Fuel and oil types	JP-8, MOGAS and Diesel
3	Fueling facilities and capacity	Limited
4	Deicing facilities	None
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	

OAKN 2.4.1 Aircraft carrying hazardous cargo (hazcar) must coordinate with airfield management at least 48 hours prior to arrival. Hazcar info must be annotated in the PPR request. In addition notify 451AEG/CP on initial inbound call that you have hazcar. Alpha taxiway is the only available hazcar parking spot.

OAKN 2.4.2 All inbound military and civilian aircraft shall contact KING-FISH XRAY on UHF 331.2 or 332.0, or VHF 120.1 or 121.25, 15 minutes prior to landing for parking location/fuel request/hazcar information.

OAKN AD 2.5 Passenger Facility

1	Hotels	Compound accommodation for military only.
2	Restaurant	None
3	Transportation	Only for military
4	Medical facilities	Military only
5	Bank and Post Office	None
6	Tourist office	None
7	Remarks	NIL

OAKN AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	RFF ICAO Cat 9
2	Rescue Equipment	TBD
3	Capability for removal of disabled aircraft	Limited assistance using universal tow bar
4	Remarks	NIL

OAKN AD 2.7 Seasonal Availability

1	Types of clearing equipment	Sweepers
2	Clearance priorities	Runway, Taxiways
3	Remarks	None

OAKN AD 2.8 Aprons, Taxiways and Check Locations/Positions Data.

1	Apron surface and strength	No aprons at the current time
2	Width, surface and strength of taxiways	Taxiway A and E 72 m (235 ft) wide, all other taxiways are 23 m (75 ft) wide PCN for taxiways B, C, D, F: 36 Asphalt PCN for taxiway A & E: 59 Concrete
3	Locations and elevation of altimeter checkpoints	Not available
2	Location of VOR checkpoints	Not available
3	Position of INS checkpoints	Not available
4	Remarks	Maximum allowable weight for C17 AIRCRAFT on TWYS B1,B2,C1,C2,D1,D2 and F is 475,000 lbs

OAKN AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand ID signs, Taxiway guide lines and visual docking/parking guidance system at aircraft stands	Taxiway signs, Limited Transient Alert assistance in parking of aircraft
2	Runway and Taxiway markings and lights	Runway 05/23 High Intensity Runway Lights (HIRLS) with adjustable settings Red runway end lights Blue taxiway edge lights
3	Stop bars	NIL
4	Remarks	

OAKN AD 2.10 Aerodrome Obstacles

1	RWY 05	OAKN Obstacle Chart not published
2	RWY 23	OAKN Obstacle Chart not published

OAKN AD 2.11 Meteorological Information Provided

1	Associated MET Office	451 AEG Weather
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	TBD
4	Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5	Briefing /consultation provided	N/A
6	Flight documentation Language(s) used	METAR, SPECI English
7	Charts and other information available for briefing or consultation	TBD
8	Supplementary equipment available for providing information	TBD
9	ATS unit provided with information	Kandahar TWR and RAPCON
10	Additional information	Use station code KQHN at http://adds.aviationweather.noaa.gov/metars or http://www.baseops.net/metro.html/ or https://28ows.shaw.af.mil/ for US .mil computers

OAKN AD 2.12 Runway Physical Characteristics

1	**RWY**	**05**	**23**
2	**BRG True and Mag**	050º	230º
3	**RWY Dimensions**	3200 x 55 m (10,500 x 180 ft)	3200 x 55 m (10,500 x 180 ft)
4	**PCN**	98 F/A/W/T asphalt	98 F/A/W/T asphalt
5	**THR Coordinates**	Not available	Not available
6	**THR Elevation**	Not available	Not available
7	**Slope of RWY/SWY**	N/A	N/A
8	**SWY Dimensions**	N/A	N/A
9	**CWY Dimensions**	N/A	N/A
10	**Strip Dimensions**	N/A	N/A
11	**Obstacle free zone**	NIL	NIL
12	**Remarks**	Mobile aircraft arresting system (MAAS) located 2731m (8960ft) from RWY 23 threshold or 469m (1540ft) from RWY 05 threshold available for RWY 23 departure end engagement. Also, MAAS located 2720m (8924ft) from RWY 05 threshold or 480m (1576ft) from RWY 23 threshold available for RWY 05 departure end engagement. Monitor the ATIS for the arresting cable status.	

OAKN AD 2.13 Declared Distances

1	**RWY**	**05**	**23**
2	**TORA**	3,200 m (10,500 ft)	3,200 m (10,500 ft)
3	**TODA**	3,200 m (10,500 ft)	3,200 m (10,500 ft)
4	**ASDA**	3,200 m (10,500 ft)	3,200 m (10,500 ft)
5	**LDA**	3,200 m (10,500 ft)	3,200 m (10,500 ft)
6	**Remarks**		

OAKN AD 2.14 Approach and Runway Lighting

1	**RWY**	**05**	**23**
2	Type, length and intensity of approach lighting	Runway 05/23 High Intensity Runway Lights (HIRLS) with adjustable settings	Runway 05/23 High Intensity Runway Lights (HIRLS) with adjustable settings
3	Threshold lights, colors and wing bars	Five red/green lights each side of centerline	Five red/green lights each side of centerline
4	Type of visual approach slope indicator system	PAPI	PAPI
5	Length of RWY touchdown zone indicator lights	NIL	NIL
6	Length spacing color and intensity of RWY centerline lights	NIL	NIL
7	Length spacing color and intensity of RWY edge lights	White 90 m (300 ft) intervals	White 90 m (300 ft) intervals
8	Color of RWY end lights and wing bars	Red	Red
9	Length and color of stopway lights	NIL	NIL
10	**Remarks:** For emergency lighting battery powered runway edge lights augment runway edge lighting and must be charged after 8 hours.		

OAKN AD 2.15 Other Lighting, Secondary Power Supply

1	Aerodrome Beacon	None
2	Location and lighting of anemometer and landing direction indicator	None
3	Taxiway edge and centerline lighting	Only blue edge lights
4	Secondary Power Supply including switch-over time	Battery power runway edge lights available
5	Remarks	Per SAA, the rotating beacon will only be used during IMC conditions; day or night

OAKN AD 2.16 Helicopter Landing Area

1	Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO)	NIL
2	TLOF and/or FATO area elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	Approach and FATO lighting	NIL
7	Remarks	NIL

OAKN AD 2.17 Air Traffic Services Airspace

1	Airspace designation and lateral limits	Kandahar Approach Class C extends from 5 NM out to 50 NM from the geographical center of the airport Kandahar Tower Class D extends out to 5 NM from the geographical center of the airport
2	Vertical limits	Approach - Up to FL290 Tower – Up to and including 2500 ft AGL (6000 ft AMSL)
3	Airspace Classification	Approach – Class “C” and “E” Tower - Class “D”
4	ATS unit call sign Language	Kandahar Tower and Kandahar Approach English
5	Transition altitude	14,000 AMSL
6	Remarks	NIL

OAKN AD 2.18 Air Traffic Services Communication Facilities

	Service designation	Call sign	Frequency	Hours	Remarks
1	ACC	Kabul Center	**North sector** 118.3 MHz 242.6 MHz **South sector** 120.9 MHz 361.0 MHz	H24	Emergency/Guard Frequencies 121.500MHz 243.000MHz
2	APP	Kandahar Approach	280.825 MHz 122.6 MHz	H24	
3	TWR	Kandahar Tower	125.5 MHz, 360.2. MHz, 121.500MHz 243.000MHz	H24	
4	GROUND	Kandahar Ground	300.2 MHz 133.0 MHz	H24	
5	Clearance Delivery	Kandahar Clearance Delivery	244.6 MHz 121.75 MHz	H24	
6	ATIS	N/A	252.725 MHz 127.025 MHz	H24	

OAKN AD 2.19 Radio Navigation and Landing Aids

Facility	**Ident (Emission)**	**Frequency**	**Hours**	**Coordinates**	**DME antenna Elevation**	**Remarks**
NDB	OKN	1720 KHz	H24	N31º29’57.92 E065º51’09.30”	N/A	NIL
TACAN	KAF	CH75	H24	N31º30’24.6” E065º51’6.6”	Unknown	For military aircraft only
ILS	I-OKN	CH22(Y)	H24			Localizer signal unprotected, consult NOTAMS for current status

OAKN 2.19.1 All military aircraft in support of Operation Enduring Freedom are to use UHF frequencies to the maximum extent possible.

OAKN AD 2.20 Local Traffic Regulations

2.20.1 Wheeled helicopters will ground taxi to the extent practical to avoid rotor wash and FOD.

2.20.2 Aircraft may not taxi closer than 25 feet from any obstruction without wing-walkers. Aircraft must be shut down and towed if the distance becomes less than 25 feet. It is the pilots/wing-walkers responsibility to determine safe distances are met.

2.20.3 A 25M small arms range (N3129.365 306550.209) is located aproximately 1 KM south/southeast (165 DEGREES) from the departure end of RWY 23. This range is active H24. Aircraft departing RWY 23 shall delay turning south or east until 2.5 NM past the departure end of the RWY. Aircraft must remain west or south of the small arms range by a minimum of 2.7 NM or 5,000 AGL at all times.

2.20.4. No intersection departures available for HEAVY civilian aircraft; i.e. IL-76, A-300, DC-8, AN-124. These type aircraft can expect full- length departures for the runway in use.

OAKN AD 2.21 Noise Abatement Procedures

Nil.

OAKN AD 2.22 Flight Procedures

2.22.1 Protecting Precision Approach Radar (PAR) Touchdown Area

2.22.1.1 When the reported ceiling is less than 200 feet or less than 1/2 mile visibility, vehicles or aircraft will not be authorized by ATC in the PAR touchdown area when an aircraft conducting an approach or missed approach is 1 NM from touch down.

2.22.1.2 The PAR Touchdown Area is a 975 m (3,200 ft) long by 305 m (1,000 ft) wide rectangle centered on the runway centerline. It begins 60 m (200 ft) outward from the landing threshold (normal or displaced) and extends 975 m (3,200 ft) in the direction of landing. The instrument hold line must not be placed closer than 150 m (500 ft) from the runway centerline when the Touchdown Area applies.

OAKN AD 2.23 Additional Information

2.23.1 **Transient and Civilian Aircraft:** Command Post is the focal point for all inbound transient or civilian aircraft. Command Post or the ACCE Director will provide the control tower with the call sign of all approved transient and civilian aircraft.

2.23.1.1 There is no complete transient alert function at Kandahar Airfield. The control tower will direct transient aircraft to the most suitable parking spot as directed by the Command Post or Hercules (Transient Alert).

2.23.1.2 **Transient Aircraft** RON Parking: KILO parking ramp shall be used as the primary transient transport aircraft parking area unless otherwise notified by Command Post, Hercules, AEG/CC or Airfield Management. ATC may advise alternate parking locations based on expected traffic.

2.23.1.3 **Unmanned aerial Vehicles** (UAV) operate within the vicinity of OAKN airfield. ATC will be monitor UAV activity, and will notify all aircraft involved immediately when potential conflicts arise.

2.23.2 **Bird/Wildlife Control** - Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines: Kandahar Airfield lies in a dry flat desert area with minimal wildlife activity. There are very small flocks of birds that habitat in the local area. During spring and throughout autumn, all users must exercise extra caution for increased bird activity. Aircrews must be vigilant to report and avoid bird activity

2.23.3 **D**

OAKN AD 2.24 Charts Related to an Aerodrome

ICAO Charts for Kandahar Airport		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

OAIX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OAIX – Bagram Airport

OAIX AD 2.2 Aerodrome Geographical and Administrative Data

1	Aerodrome Reference Point coordinates and its site	N34°56'46.55 E69°15'54.11 The geographic center of the airfield
2	Direction and distance from city	25 miles north of Kabul
3	Elevation	4,895 feet
4	Geoids undulation	Unavailable
5	Magnetic variation/Annual change	2.60º E/Unknown
6	Aerodrome Administration Address Telephone Telefax Telex AFS Address	This airfield is under the control of Coalition Forces. Airfield Management DSN 318 231-4411
7	Types of traffic permitted	IFR and VFR
8	Remarks	NIL

OAIX AD 2.3 Operational Hours

1	Aerodrome Administration	H24
2	Customs and Immigration	Day hours
3	Health and Sanitation	H24*
4	AIS Briefing Office	H24*
5	ATS Reporting Office	H24*
6	MET Briefing Office	H24*
7	Air Traffic Services	H24*
8	Fueling	H24*
9	Handling	H24*
10	Security	H24*
11	Deicing	Day hours*
12	Remarks	*Only for military aircraft **Prior Permission Required (PPR):** Bagram OAIX is a PPR only airfield. PPR required for military and civil aircraft operating at Bagram. Aircraft not issued a PPR may be turned away or met by security forces. PPR good for +/- 30 minutes from PPR approval time.

OAIX AD 2.4 Handling Services and Facilities

1	Cargo handling facilities	Military/contract flights only
2	Fuel and Oil Types	TS1
3	Fueling facilities and capacity	H24
4	De-icing facilities	H24 (De-icing accomplished Taxiway “Alpha)
5	Hangar Space for visiting aircraft	None
6	Repair facilities for visiting aircraft	Maintenance limited for transient aircraft
7	Remarks	*Military only

OAIX 2.4.1 Aircrews flying ISAF support missions contact Bagram airfield command post, callsign "KINGFISH", UHF 278.875, 30 min prior to arrival with cargo/pax offload, space available in addition to scheduled cargo/pax, and servicing requests. If required, for follow-on coordination, HQ ISAF ACE, callsign "LIBRA", UHF 338.9.

OAIX AD 2.5 Passenger Facilities

1	Hotels	Compound accommodation for military only.
2	Restaurants	None
3	Transportation	None
4	Medical facilities	None
5	Bank and Post Office	None
6	Tourist Office	None
7	Remarks	None

OAIX AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	Cat 7
2	Rescue Equipment	P-19s (1000 gallon each) ARFF vehicle P-18 (2,000 gallon) Tanker 1 Rescue vehicle with dedicated crew
3	Capability for removal of disabled aircraft	Assistance using military assets
4	Remarks	Full spectrum of crash, fire & rescue service 24/7

OAIX AD 2.7 Seasonal Availability

1	Types of clearing equipment	Snow removal brushes and plows.
2	Clearance priorities	NIL
3	Remarks	NIL

OAIX AD 2.8 Aprons, Taxiways and Check Locations/Position Data

1	Surface and strength of aprons	All aprons are concrete, strength unknown	
2	Width, surface and strength of taxiways	TWYA	23 m (75 ft), with Hammerhead 44 m (145 ft) wide Concrete PCN: Unknown Restricted to aircraft of C130 weight or lighter.
		TWYB	40 m (130 ft) wide Concrete PCN: Unknown
		TWYC	23 m (75 ft) wide Concrete PCN: Unknown
		TWYD	26 m (85 ft) wide Concrete PCN: Unknown
		TWYE	23 m (75 ft) wide Concrete PCN: Unknown
		TWYF	14 m (45 ft) wide Concrete PCN: Unknown
		TWYG	23 m (75 ft) wide Concrete PCN: Unknown Restricted to fixed wing aircraft only.
		TWYH	A-B 23 m (75 ft), B-E 13 m (44 ft) and E-G 23 m (75 ft) wide Concrete PCN: Unknown Restricted to C-130 or smaller wingspan aircraft between TWY D and E.
3	Location and elevation of altimeter checkpoints	Not available	
4	Location of VOR checkpoints	Not available	
5	Position of INS checkpoints	Not available	
6	Remarks	NIL	

OAIX 2.8.1 Consider all unpaved surfaces at Bagram to be mined or containing unexploded ordinances. All obstructions to include parked aircraft, vehicles and structures allow for adequate wing tip clearance for C-17 and smaller, with the exception of aircraft larger than a C-130 on DELTA parking apron. Wing walkers are prohibited from walking on unimproved surfaces, aircraft larger than a C-130 are prohibited from parking on DELTA ramp.

OAIX AD 2.9 Surface Movement Guidance and Control System and Marking

1	Use of aircraft stand ID signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands	Limited Signs available
2	Runway and Taxiway markings and lights	TWY lighting solar powered. Single intensity only.
3	Remarks	Mobile Aircraft Arresting System (MAAS) installed RWY 03 610 m (2003 ft) from THR RWY 21 610 m (2002 ft) from THR

OAIX AD 2.10 Aerodrome Obstacles

1	RWY 03	OAIX Obstacle Chart not published
2	RWY 21	OAIX Obstacle Chart not published
	Remarks: The following obstructions have been identified:	
	Supply storage point (FSSP) located SW end of RWY	

NOTE: Full obstacle information not available. Operators must check NOTAMS.

OAIX AD 2.11 Meteorological Information Provided

1	Associated MET Office	455 Expeditionary Operations Group (transient aircraft)
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	Military can contact https://28ows.shaw.af.mil Mil/Civ can contact PMSV on 134.1Mkz
4	Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5	Briefing/consultation provided	Transient crews can receive update to their form 175-1 and or verbal briefing in the 455 EOG Met office
6	Flight documentation Language(s) used	Only TAF, METAR, SPECI English
7	Charts and other information available for briefing or consultation	None
8	Supplementary equipment available for providing information	Wind information provided by midfield sensors.
9	ATS unit provided with information	Bagram Tower, and Approach
10	Additional information	Use station code KQSA at http://adds.aviationweather.noaa.gov/metars or http://www.baseops.net/metro.html/ or https://28ows.shaw.af.mil/ for US .mil computers

OAIX AD 2.12 Runway Physical Characteristics

1	**RWY**	**03**	**21**
2	**BRG True and Mag**	030ºT/032.6ºM	210ºT/212.6ºM
3	**RWY Dimensions**	3602 x 46 m (11,819 x 150 ft)	3602 x 46 m (11,819 x 150 ft)
4	**PCN**	49 R/C/W/T concrete	49 R/C/W/T concrete
5	**THR Coordinates**	N34° 55’ 54.19” E069° 15’ 21.97”	N34° 57’ 35.58” E069° 16’ 32.64”
6	**THR Elevation**	4868 ft	Unknown
7	**Slope of RWY/SWY**	-2.5%	+2.5%
8	**SWY Dimensions**	N/A	N/A
9	**CWY Dimensions**	N/A	N/A
10	**Strip Dimensions**	N/A	N/A
11	**Obstacle free zone**	Not calculated	Not calculated
12	**Remarks**	NIL	

OAIX AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
RWY03	3,602 m (11,819 ft)	See Note 1	Not available	3,602 m (11,819 ft)	See Note 2
RWY21	3,602 m (11,819 ft)	See Note 1	Not available	3,602 m (11,819 ft)	See Note 2

NOTE 1: Intersection Departure available:

RWY 03:	TWY G	3,285 m (10,779 ft)
	TWY E	2,251 m (7,385 ft)
	TWY L	2,074 m (6,805 ft)
	TWY C	1,343 m (4,405 ft)
	TWY A	312 m (1,023 ft)
RWY 21:	TWY A	3,291 m (10,796 ft)
	TWY C	2,260 m (7,414 ft)
	TWY L	1,528 m (5,014 ft)
	TWY E	1,351 m (4,434 ft)
	TWY G	317 m (1,040 ft)

NOTE 2: Due to construction/repair to the runway, all aircraft operators must ensure they read NOTAMS prior to departure.

OAIX AD 2.14 Approach and Runway Lighting

1	**RWY**	**03**	**21**
2	Type, length and intensity of approach lighting	ALSF-1 Approach lights. 792.5 m (2,600 ft) 5 intensity settings	NIL
3	Threshold lights, colors and wing bars	5 Red/Green per side *	5 Red/Green per side *
4	Type of visual approach slope indicator system	4 bar PAPI Minimum Operating Strip Lighting Kit (MOSKIT) Right hand side of RWY only.	4 bar PAPI Minimum Operating Strip Lighting Kit (MOSKIT) will be installed by 31 July 07
5	Length of RWY touchdown zone indicator lights	NIL	NIL
6	Length spacing color and intensity of RWY centerline lights	NIL	NIL
7	Length spacing color and intensity of RWY edge lights	White * 91 m (300 ft) intervals 2 intensity	White* 91 m (300 ft) intervals 2 intensity
8	Color of RWY end lights and wing bars	1 white flashing per side*	1 white flashing per side*
9	Length and color of stopway lights	NIL	NIL
10	**Remarks:** * Carmanah solar powered lights, Emergency Airfield Lighting System		

OAIX AD 2.15 Other Lighting, Secondary Power Supply

1	Aerodrome Beacon	None
2	Location and lighting of anemometer and landing direction indicator	None
3	Taxiway edge and centerline lighting	Only blue edge lights, Carmanah solar powered
4	Secondary Power Supply including switch-over time	None
5	Remarks	

OAIX AD 2.16 Helicopter Landing Area

1	Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO)	NIL
2	TLOF and/or FATO area elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	Approach and FATO lighting	NIL
7	Remarks	NIL

OAIX AD 2.17 Air Traffic Services Airspace

1	Airspace designation and lateral limits	Bagram Approach Class C extends from 5 NM to 20 NM and Class E extends from 20 NM to 50 NM radius of Bagram TACAN Bagram Tower Class D extends to 5 NM radius of Bagram TACAN
2	Vertical Limits	Approach – FL290 Tower – 2,500 ft AGL/7,400 ft AMSL
3	Airspace Classification	Approach – Class “C” and “E” Tower – Class “D”
4	ATS unit call sign Language	Bagram Tower, Bagram Approach English
5	Transition Altitude	14,000 AMSL
6	Remarks	NIL

OAIX AD 2.18 Air Traffic Services and Communication Facilities

Service designation	Call sign	Frequency	Hours	Remarks
1	2	3	4	6
ACC	Kabul Center	**North sector** 118.3 MHz 242.6 MHz **South sector** 120.9 MHz 361.0 MHz	H24	Emergency/Guard Frequencies 121.500MHz 243.000MHz
APP	Bagram Approach	133.35 MHz 379.3 MHz Approach discrete Assigned as needed	H24	
TWR	Bagram Tower	118.50 MHz 325.75 MHz	H24	
GROUND	Bagram Ground	125.9 MHz 380.8 MHz	H24	
ATIS		250.0 MHz 134.25 MHz		

OAIX AD 2.19 Radio Navigation and Landing Aids

Facility	Ident (Emission)	Frequency/ Channel	Hours	Coordinates	DME antenna Elevation	Remarks
TACAN	BGM	CH105/115.8	H24	N34°56’34.8” E69°15’41.4”	4907FT	Military use only
ILS	I-BAG	LLZ 110.7 MHz CH 44 GS 330.2 MHz	H24	N 34°57'45.48" E 69°16'39.548" N 34°56'00.396" E 69°15'31.823"	4852 ft	
PAR			H24			Military use only

OAIX AD 2.20 Local Traffic Regulations

2.20.1 Contact Bagram Ground Control for taxi information prior to taxi

2.20.2 Wheeled helicopters will ground taxi to the extent practical to avoid rotor wash and FOD.

2.20.3 Aircraft may not taxi closer than 25 feet from any obstruction without wing-walkers. Heavy aircraft will not use greater than normal engine power to taxi unless absolutely necessary due to potential FOD hazards.

2.20.4 Controlled Movement Area (CMA): The CMA at Bagram is defined as the runway, all taxiways east of Taxiway Hotel up to the runway (except on Taxiways Bravo and Charlie the CMA begins east of the Bravo Keyhole road).

2.20.4.1 Bagram Control Tower is responsible for the control of vehicular equipment or pedestrian traffic only on the CMA.

2.20.4.2 All CMAs are two-way radio controlled and require tower approval prior to entry.

2.20.5 All aircraft operating on the RWY must conduct 180 degree turns on the concrete portion of the runway within 500 feet of the threshold. Aircraft departing RWY 03 make left turn. Aircraft departing RWY 21 make right turn.

OAIX AD 2.21 Noise Abatement Procedures

2.21.1 To the maximum extent possible, aircraft will avoid over flying populated areas of the base and local villages below 500’AGL.

OAIX AD 2.22 Flight Procedures

2.22.1 General: Basic radar service is available to all aircraft and will consist of safety alerts, traffic advisories, radar vectoring, and sequencing VFR traffic with IFR and other participating VFR traffic.

2.22.2 Availability of Airport Surveillance Radar (ASR) Approaches and Precision Approach Radar (PAR) Approaches

2.22.2.1 PAR approaches are available upon request for runway 03 only. Due to equipment limitations only one aircraft may conduct a PAR approach at a time.

2.22.2.2 ASR approaches are **not available** at Bagram.

2.22.3 SVFR/IFR and Non-Radar procedures

2.22.3.1 Arriving pilots requesting SVFR should contact approach control. Departing helicopter pilots should contact ground control for clearance.

2.22.3.2 VFR/IFR non-radar services are available from Bagram RAPCON when the radar is out of service.

2.22.4 Protecting Precision Approach Radar (PAR) Touchdown Area

2.22.4.1 When the reported ceiling is less than 200 feet or less than 1/2 mile visibility, vehicles or aircraft will not be authorized by ATC in the PAR touchdown area when an aircraft conducting an approach or missed approach is 1 NM from touch down.

2.22.4.2 The PAR Touchdown Area is a 975 m (3,200 ft) long by 305 m (1,000 ft) wide rectangle centered on the runway centerline. It begins 60 m (200 ft) outward from the landing threshold (normal or displaced) and extends 975 m (3,200 ft) in the direction of landing. The instrument hold line must not be placed closer than 150 m (500 ft) from the runway centerline when the Touchdown Area applies.

OAIX AD 2.23 Additional Information

2.23.1 Transient and Civilian aircraft: Command Post is the focal point for all inbound transient or civilian aircraft. The Command Post will provide the Control Tower with the call sign, aircraft type and ETA of those transient/civilian aircraft approved to land without a Prior Permission Required (PPR) number. The Control Tower will direct transient aircraft to the most suitable parking spot as directed by Airfield Management or Transient Alert.

2.23.2 Transient Transport Aircraft RON Parking: Taxiway Alpha and Bravo shall be used as the primary transient transport (C-130, C-17) aircraft parking areas unless otherwise notified by Command Post or Airfield Management (AM).

OAIX AD 2.24 Charts Related to an Aerodrome

ICAO Charts for Bagram		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	*Precision Approach Terrain Chart – ICAO*	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

OAUZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OAUZ – Konduz Airport

OAUZ AD 2.2 Aerodrome Geographical and Administrative Data

1	Aerodrome Reference Point coordinates and site	ARP 36° 39' 54N 068° 54' 39E (WGS 84) The geographic center of the RWY
2	Distance/direction from city	12 KM south-east of Konduz
3	Elevation/Reference temperature	444 m / 1450 ft AMSL / N/A
4	Geoids undulation	undefined
5	MAG VAR/Annual change	3° E (Jan 2005)
6	AD Administration Address, TEL, Telefax, Telex, AFTN	NIL (or the responsible Afghanistan authority)
7	Approved for traffic Type(s)	VFR in VMC only
8	Remarks	POC ISAF PRT KONDUZ +93 (0)7929 1249 - during daylight time only

OAUZ AD 2.3 Operational Hours

1	AD Office	N/A
2	Custom and Immigration	N/A
3	Health and Sanitary	N/A
4	AIS Briefing Office	N/A
5	ATS Reporting Office	N/A
6	MET Briefing Office	N/A
7	ATS	Only during scheduled ISAF flight operation
8	Fueling	SR – SS (by TRYCO – civil contractor)
9	Handling	Only during scheduled ISAF flight operation – for ISAF flights only
10	Security	N/A
11	Deicing	NONE
12	Remarks	Traffic Information (as practical) and MET info available during scheduled ISAF flight operation daylight only

OAUZ AD 2.4 Handling Services and Facilities

1	Cargo handling facilities	For ISAF and MIL flights only: 1 Manitou 7to fork lifter 1 Stihl 3to fork lifter
2	Fuel/Oil types	Jet A-1
3	Fueling facilities/capacity	Over all maximum capacity 40.000 liters 1 x 20.000 ltr. maximum capacity fuel truck
4	Deicing facilities	N/A
5	Hangar space	N/A
6	Repair facilities	N/A –
7	Remarks	refueling by TRYCO during day time NO pressurized refueling possible

OAUZ AD 2.5 Passengers Facilities

1	Hotels	None
2	Restaurant	None
3	Transportation	For ISAF personal only
4	Medical facilities	None
5	Bank and Post Office	None
6	Tourist office	None
7	Remarks	Handling as required for ISAF and MIL flights only

OAUZ AD 2.6 Rescue and Fire Fighting Services

1	AD category for fire fighting	Not determined
2	Fire Fighting equipment	3 * 43 KG Carbon dioxide extinguisher
		2 * 50 KG powder extinguisher
		available during scheduled ISAF flight operation
3	Capability for removal of disabled ACFT	NIL
4	Remarks	Outside ISAF operating hrs. UN provides a limited fire fighting service for own a/c

OAUZ AD 2.7 Seasonal Availability

1	Types of clearing equipment	1 x 2 to truck with either • 2.5 m rotating brush or • 3 m snowplough
2	Clearance priorities	TBD
3	Remarks	NIL

OAUZ AD 2.8 Aprons, Taxiways and Check Location/Positions Data

1	Apron surface and strength	Apron 1	in front of INFO / PAX building seize: 234 x 98 m – concrete with asphalt
			PCN is not determined
2	Taxiway width, surface and strength	**Taxiway**	at middle intersection – seize 90 x 22 m – concrete with asphalt layer
			PCN is not determined
3	ACL location and elevation	TBD	
4	VOR/ checkpoints	N/A	
5	INS/ checkpoints	N/A	
6	Remarks	NIL	

OAUZ AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand ID Signs, TWY guide lines and Visual docking/parking Guidance system of Aircraft stands	NONE
2	RWY and TWY markings and LGT	• End of RWY • Touchdown zone • RWY Markers • Half RWY marker • Centerline • RWY designators • 1Windsock North of T/D zone RWY 29 1Windsock East of TWY / middle intersection 1Windsock North of T/D zone RWY 11
3	Stop Bars	NIL
4	Remarks	NO LIGHTNG SYSTEM

OAUZ AD 2.10 Aerodrome Obstacles

In approach/take off Areas			In Circling Area and at AD		Remarks
1			2		3
RWY Area affected	Obstacle type Elevation Markings/LGT	Location Direction(GEO) Distance(M)	Obstacle type Elevation Markings/LGT	Location Direction(GEO) Distance(M)	
A	b	c	a	b	
TBD					
TBD					
TBD					
TBD					

OAUZ AD 2.11 Meteorological Information Provided.

1	Associated MET Office	ISAF Mil Geo personal
2	Hours of operation	available during scheduled ISAF flight operation
3	Office responsible for TAF preparation Periods of validity	N/A
4	Type of landing forecast Interval of issuance	Hourly SPECI In case of significant weather changes
5	Briefing /consultation provided	NIL
6	Flight documentation Language(s) used	METAR, SPECI English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS unit provided with information	Konduz INFO
10	Additional information	NIL

OAUZ AD 2.12 Runway Physical Characteristics.

1	**RWY**	**11**	**29**
2	**BRG True and Mag**	113° True / 110° Mag	293° True / 290° Mag
3	**RWY Dimensions**	2007 x 45 m / 6584 x 148 ft	
4	**PCN**	Not verified	
5	**THR Coordinates**	36°40’ 07.5”N 068°54’ 02.1”E	36°39’ 42.0”N 068°55’ 16.1”E
6	**THR Elevation**	444 m / 1450 ft AMSL	445 m / 1454 ft AMSL
7	**Slope of RWY/SWY**	unknown	unknown
8	**SWY Dimensions**	NIL	NIL
9	**CWY Dimensions**	NIL	NIL
10	**Strip Dimensions**	NIL	NIL
11	**Obstacle free zone**	TBD	TBD
12	**Remarks**	NIL	

OAUZ AD 2.13 Declared Distances

1	**RWY**	**11**	**29**
2	**TORA**	TBD	TBD
3	**TODA**	TBD	TBD
4	**ASDA**	TBD	TBD
5	**LDA**	TBD	TBD
6	**Remarks**	TBD	TBD

OAUZ AD 2.14 Approach and Runway Lighting

1	**RWY**		
2	Type, length and intensity of approach lighting	NIL	NIL
3	Threshold lights, colors and wing bars	NIL	NIL
4	Type of visual approach slope indicator system	NIL	NIL
5	Length of RWY touchdown zone indicator lights	NIL	NIL
6	Length spacing color and intensity of RWY centerline lights	NIL	NIL
7	Length spacing color and intensity of RWY edge lights	NIL	NIL
8	Color of RWY end lights and wing bars	NIL	NIL
9	Length and color of stopway lights	NIL	NIL
10	Remarks	NIL	NIL

OAUZ AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre light lighting	NIL
4	Secondary Power Supply	NIL
5	Remarks	NIL

OAUZ AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distances available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Helicopters will be parked on the apron as defined by ATC

OAUZ AD 2.17 Air Traffic Services Airspace

1	Designation and lateral Limits	NIL
2	Vertical limits	NIL
3	Airspace Class	G
4	ATS unit call sign Language	Konduz Info English
5	Transition attitude	NIL
6	Remarks	All flight operation VFR in VMC

OAUZ AD 2.18 Air Traffic Services Communication Facilities

Service designation	**Call sign**	**Frequency**	**Hours of operation**	**Remarks**
1	**2**	**3**	**4**	**5**
INFO	Konduz Info	130,350MHz **or 344,500MHz**	available during scheduled ISAF flight operation – usually beginning SR-30	**UHF on request only**

OAUZ AD 2.19 Radio Navigation and Landing Aids

Facility	**Ident (Emission)**	**Frequency**	**Hours**	**Coordinates**	**DME antenna Elevation**	**Remarks**
NIL						

OAUZ AD 2.20 Local Traffic Regulations

Try to establish radio contact with Konduz Info on 130.350 MHz / 344,500 MHZ at least 10 Min prior ETA daylight only (available during scheduled ISAF operation – usually beginning SR – 30).

OAUZ AD 2.21 Noise Abatement Procedures

NIL

OAUZ AD 2.22 Flight Procedures

TBD

OAUZ AD 2.23 Additional Information

2.23.1. A/C suitability
A/C up to a size of C-130 Hercules /An-12

2.23.2. Recommendation
Would abstain from operating small business jets like LR 35 due to possible FOD and deteriorating RWY surface condition.

OAUZ AD 2.24 Charts Related to Konduz Aerodrome

ICAO Charts for Konduz Airport		
Charts are under development for Konduz.		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	*Precision Approach Terrain Chart – ICAO*	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

OAHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OAHR – Herat Airport

OAHR AD 2.2 Aerodrome Geographical and Administrative Data

1	Aerodrome Reference Point coordinates and its site	N34°12’36’’ E 62°13’42’’
2	Distance and direction from city	6.5 NM SSE of Herat town
3	Elevation and Reference temperature	3206' AMSL
4	Geoids undulation	N/A
5	Magnetic variation/Annual change	2°54’36’’ East/0°3’31’’East
6	Aerodrome Administration Address Telephone Telefax E-mail AFS Address	Herat Airport Herat Afghanistan COMMERCIAL +39 06 498665242 MOBILE +93 (0)799 885 181 IVSN 6701 THURAYA 0088216844411279 INMARSAT 0087 3600 508868 N/A chieldofperations@ea.mde.es OAHRYAYX
7	Types of traffic permitted	VFR
8	Remarks	

OAHR AD 2.3 Operational Hours

1	Aerodrome Administration	01:30 – 10:30 UTC or civilians aircraft operations time
2	Customs and Immigration	N/D
3	Health and Sanitation	N/D
4	AIS Briefing Office	N/A
5	ATS Reporting Office	N/A
6	MET Briefing Office	SR/02:30 UTC (the latest) – SS (Other times PPR) Only Military
7	Air Traffic Services	SR/02:30 UTC (the latest) – SS (Other times PPR)
8	Fueling	SR/02:30 UTC (the latest) – SS (Other times PPR) Only military
9	Handling	N/D
10	Security	24 H
11	Deicing	None
12	Overnight Parking	No Overnight Parking without Chief Air Operations Permission. State request on PPR
13	Remarks	Nil

OAHR AD 2.4 Handling Services and Facilities

1	Cargo handling facilities	Only Military
2	Fuel and oil types	F-34* Jet A-1**
3	Fueling facilities and capacity	Maximum capacity 1.200.000 litres* 6x 200.000 litres* Maximum capacity 100.000 litres** 4x 25.000 litres**
4	Deicing facilities	NIL
5	**Hangar space for visiting aircraft**	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	* Only for Military aircraft ** Only for civil aircraft

OAHR 2.4.1 All civil and military flights must submit a PPR at least 24 hrs in advance of ETA. Due to fuel restrictions, any aircraft requesting fuel must submit a PPR at least 48 hrs in advance of ETA. Requests should be addressed to the agency in AD 2.2.

OAHR AD 2.5 Passenger Facilities

1	Hotels	NIL
2	Restaurant	N/D
3	Transportation	N/D
4	Medical facilities	N/D.
5	Bank and Post Office	N/D
6	Tourist office	N/D
7	Remarks	

OAHR AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	RFF ICAO Cat 6
2	Rescue equipment	N/D
3	Capability for removal of disabled aircraft	N/D
4	Remarks	NIL

OAHR AD 2.7 Seasonable Availability

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OAHR AD 2.8 Aprons, Taxiways and Check Location/Positions Data

1	Surface and strength of aprons	Concrete and asphalt PCN: 26/F/A/X/T
2	**Width, surface and strength of taxiways**	Concrete and asphalt PCN: 26/F/A/X/T
3	Location and elevation of altimeter checkpoints	N/D
4	Location of VOR checkpoints	N/D
5	Position of INS checkpoints	N/D
6	Remarks	N/D

OAHR AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand identification signs, taxiway guide lines and visual docking/ parking guidance system at aircraft stands	Marshaller*
2	Runway and Taxiway markings and **Lights**	Hi/low intensity RWY lights system
3	Stop Bars	NIL
4	Remarks	* Only for Military aircraft

OAHR AD 2.10 Aerodrome Obstacles

1	RWY 18	OAHR Obstacle Chart not published
2	RWY 36	OAHR Obstacle Chart not published

OAHR AD 2.11 Meteorological Information Provided

1	Associated MET Office	FSB Herat Office
2	Hours of operation	SR-SS
3	Office responsible for TAF preparation Periods of validity	Nil
4	Type of landing forecast Interval of issuance	METAR Hourly
5	Briefing /consultation provided	METAR
6	Flight documentation Language(s) used	Only METAR English, Spanish and Italian
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS unit provided with information	Herat Tower
10	Additional information	Use station code OAHR at http://adds.aviationweather.noaa.gov/metars or http://www.baseops.net/metro.html/ or https://28ows.shaw.af.mil/ for US .mil computers

OAHR AD 2.12 Runway Physical Characteristics

1	**RWY**	18/36
2	**RWY Dimensions**	2500 x 45m
3	**PCN**	37/F/A/X/T

2.12.1 Caution RWY surface in bad conditions. Several holes and FOD in the first third of RWY 36 centreline.

OAHR AD 2.13 Declared Distances

1	**RWY**	**18/36**
2	**TORA**	**2500m**
3	**TODA**	**2500m**
4	**ASDA**	**2500m**
5	**LDA**	**2500m**
6	**Remarks**	**NIL**

OAHR AD 2.14 Approach and Runway Lighting

Runway Border Lights spaced by 60m.

OAHR AD 2.15 Other Lighting, Secondary Power Supply

Nil.

OAHR AD 2.16 Helicopter Landing Area

5 marked parking circles.

OAHR AD 2.17 Air Traffic Service Airspace

1	Airspace designation and lateral limits	10NM
2	Vertical limits	Surface / 7,000 ft AMSL
3	Airspace Classification	Class “D”
4	Air Traffic Services unit call sign Language	Herat Tower English Spanish and Italian
5	Transition attitude	14,000 ft AMSL
6	Remarks	NIL

OAHR AD 2.18 Air Traffic Services Communication Facilities

Service designation	**Call sign**	**Frequency**	**Hours of operation**	**Remarks**
1	**2**	**3**	**4**	**5**
TWR	Herat Tower	118.100 Mhz	See OAHR AD 2.3	Emergency/ Guard Frequencies 121.500MHz 243.000MHz
TWR	Herat Tower	240.300 Mhz	See OAHR AD 2.3	

OAHR AD 2.19 Radio Navigation and Landing Aids

Facility	**Ident (emission)**	**Frequency**	**Hours**
NDB	**HRT**	**412 KHz**	**24 H**
TACAN	**HRT**	**CH54**	**24 H**
DME	**HRT**	**111.7 MHz**	**24 H**

OAHR AD 2.20 Local Traffic Regulations

2.20.1 Flights shall be carried out in accordance with VFR. All aircraft are to remain in Visual Meteorological Conditions (VMC) in terms of weather and visibility as defined by ICAO. It is the responsibility of all pilots to see and avoid other aircraft and to maintain safe terrain/obstacle clearance at all times.

2.20.2 All instructions from Herat TWR are to be acknowledged and are mandatory.

2.20.2 Weather minima for VFR flights, within Herat CTR, are 5 KM visibility and 1,500 ft ceiling.

2.20.3 To operate below VFR minima, all aircraft shall obtain a clearance from Herat TWR and make a request for a Special VFR flight. When the ground visibility is not less than 1,500 m, SVFR flights may be authorized to: enter Herat CTR for the purpose of landing, take off from Herat CTR, cross or operate locally within Herat CTR. Herat TWR will allow clearance

for one SVFR flight within the Herat CTR at a time. This clearance will be limited to the Herat CTR boundaries below VFR minima.

OAHR AD 2.21 Noise Abatement Procedures

NIL

OAHR AD 2.22 Flight Procedures

2.22.1 All aircraft arriving and departing from OAHR shall establish two-way radio communications with Herat TWR. Herat TWR will provide ATC clearances and traffic information within CTR according to ICAO standards.

2.22.2 VFR ISAF/Coalition aircraft low-level departures and arrivals must be specifically requested and coordinated with Herat TWR.

OAHR AD 2.23 Additional Information

2.23.1 Overflight of airport installations north of the TWR is prohibited below 1,000 ft AGL.

2.23.2 Due to poor RWY conditions rolling take offs are preferred

2.23.3 CAUTION - 200FT AGL telecommunication tower erected. Position: 500m to the west of RWY36 threshold

2.23.4 Due to manning and equipment shortfalls, the following duty times are established: turn-around and ground services available for military coalition forces and ISAF/NATO related aircraft only: firefighting (NATO CAT 6); marshalling: SR or 0230 UTC (the latest) SS (other times only IAW PPR); cargo handling: 0230 UTC -1430 UTC; fuel supply SR or 0230 UTC (the latest) - SS (other times only IAW PPR); ATC/TWR and METEO: SR OR 0230 UTC (the latest) - SS (other times IAW PPR). All ACFT. SS/SR for military coalition forces and ISAF/NATO related aircraft. only previous PPR approval.

2.23.5 All civil and military flights must submit a PPR at least 24 H in advance of ETA. Requests must be addressed to:

IS account:
ISAF RC W FSB OPS IS (ISAF_RC_W__FSB_OPS_IS)* and ISAF FSB HRT J3 CHIEF OPS (Note: *= 2 spaces between ‘W’ and ‘FSB’).

Internet:
OPS.FSB.HERAT @ AERONAUTICA.DIFES.IT and chieldofperations@ea.mde.es.

Telephone numbers:–
COMMERCIAL +39 06 498665242
INMARSAT 0087 3600 508868
THURAYA 0088 2168 44411279.

2.23.6 Over flight of military installation west of RWY is prohibited.

OAHR AD 2.24 Charts Related to an Aerodrome

ICAO Charts for Herat Airport		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	*Precision Approach Terrain Chart – ICAO*	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

Airfield Diagram

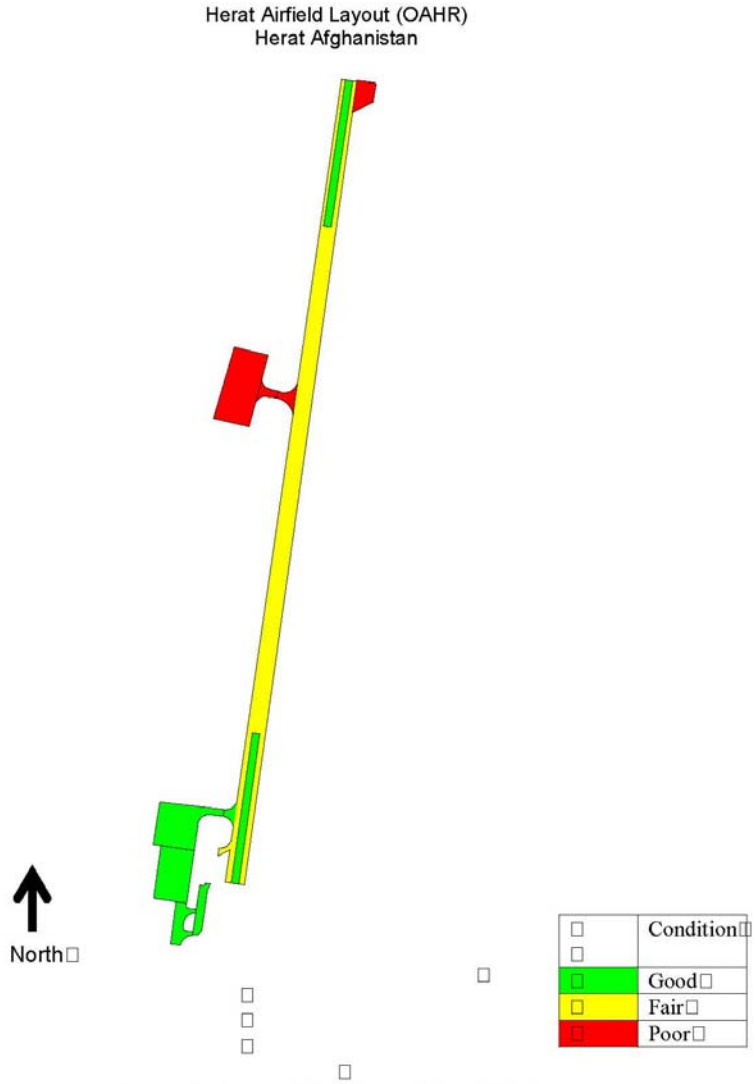


Diagram 1: Pavement Conditions at Herat Air Base

OAMS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OAMS – Mazar-e Sharif Airport

OAMS AD 2.2 Aerodrome Geographical and Administrative Data

1	Aerodrome Reference Point coordinates and its site	N36°42'25.05" E067°12'33.79" The geographic center of the airfield
2	Distance and direction from city	7.5 km E from Mazar-e Sharif
3	Elevation and Reference temperature	1261 ft AMSL/38.6 ^{0}C
4	Geoid undulation	FM RWY06 THR to ARP - 4,88m FM ARP to RWY24 THR – 1,69m
5	Magnetic variation/Annual change	NOT determined
6	Aerodrome Administration Address Telephone E-mail Telephone E-mail:	Air Wing Mazar-e Sharif Air Operations Commercial +93 (0)798 197 322 IVSN U/S UFN GeMilNet 90-9408-3107 Internet: eg_mes_afg@yahoo.de For Military Aircraft Allied Movement Coordination Center (AMCC) Eindhoven/NL COMM: +31 40 289 8908 / 8909 FAX: +31 40 289 8930 IVSN: 499 - 8908 / 8909 amcceindhoven1@vlbehv.af.dnet.mindef.nl
7	Types of traffic permitted	VFR
8	Remarks	ISAF will issue aircraft handling number (AHN). Requests shall be submitted NLT 24 HRS the day prior the flight

OAMS AD 2.3 Operational Hours

1	Aerodrome Administration	02:30 – 14:30 Z
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office	02:30 – 14:30 Z
6	MET Briefing Office	NIL
7	Air Traffic Services	0130 – 1430 Z
8	Fueling	02:30 – 14:30 Z ISAF : Request on PPR Civilian: via TRYCO: Mobile Phone +93 (0)799 011 466 PAYMENT IN CASH (USD) ONLY Arrange and inform on PPR
9	Handling	02:30 – 14:30 Z (specify on PPR)
10	Security	H24
11	Deicing	NIL
12	Remarks	

2.3.1 All aircraft require 24 hour PPR. ISAF flight to be coordinated through AMCC Eindhoven. All other military aircraft and civilian aircraft operators are contact Air Wing Mazar E Sharif Air Operations via e-mail. Contact details at OAMS AD 2.2.

OAMS AD 2.4 Handling Services and Facilities

1	Cargo handling facilities	3 x 3.0 T Forklift* 2 x 8.0 T Forklift* 1 x 16,0 T Atlas “K” loader * 1x Mulag Trailer 32 T* *For ISAF ONLY
2	Fuel and oil types	Jet A1+ (F-34)
3	Fueling facilities and capacity	Military : OAMS based aircraft, MEDEVAC and emergency aircraft ONLY. All other military aircraft should use TRYCO, Request on PPR Civilian : via TRYCO; Request on PPR
4	Deicing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

OAMS AD 2.5 Passengers Facilities

1	Hotels	In the Town
2	Restaurant	In the Town
3	Transportation	Taxi
4	Medical facilities	NIL
5	Bank and Post Office	In the Town
6	Tourist office	In the Town
7	Remarks	NIL

OAMS AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	RFF Cat 7 within ATC hours
2	Rescue equipment	TBA
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

OAMS AD 2.7 Seasonal Availability

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OAMS AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

1	Surface and strength of aprons	Apron D	75m x 60m Asphalt PCN: NIL
		Apron I,C,H,J	135m x 995m Concrete PCN:
		Apron L	115m x 170m Asphalt PCN: Nil
2	Width, surface and strength of taxiways	TWYE	599m x 52,5m Concrete PCN:
		TWYF	599m x 30m Concrete PCN: NIL
		TWYK	1620,5m x 24,2 Asphalt PCN: NIL
		INT A	150m x 25m Asphalt PCN : NIL
		INT B	150m x 25m Asphalt PCN : NIL
		INT C	85m x 25m Asphalt PCN : NIL
3	Location and elevation of altimeter checkpoints	Not available	
4	Location of VOR checkpoints	Not available	
5	Position of INS checkpoints	Not available	
6	Remarks	Use caution on all TWYs due to uneven surfaces and FOD.	

OAMS AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand identification signs, taxiway guide lines and visual docking/ parking guidance system at aircraft stands	Follow Me Car * Marshaller FOR ISAF ONLY
2	Runway and Taxiway markings and lights	Simple Approach Lighting System RWY Edge Lights white unidirectional Threshold Lights RWY end lights
3	Stop Bars	NIL
4	Remarks	Aircraft arresting system 44 –B-2L installed O/R RWY 06 1073 m (3521ft) from THR RWY 24 549 m (1804 ft) from THR

OAMS AD 2.10 Aerodrome Obstacles

In approach/take off Areas			In Circling Area and at AD		Remarks
1			2		3
RWY Area affected	Obstacle type Elevation Markings/LGT	Location Direction(GEO) Distance(M)	Obstacle type Elevation Markings/LGT	Location Direction(GEO) Distance(M)	
a	b	c	a	b	
DEP RWY24 ARR RWY06	Sign 1293FT	242º 1703m FM ARP			No LGT
DEP RWY24 ARR RWY06	Sign 1283FT	246° 1647m FM ARP			No LGT
DEP RWY24 ARR RWY06	Tower antenna 1312FT	343º 246m FM ARP			No LGT
DEP RWY24 ARR RWY06	Antenna 1312FT	358º 271m FM ARP			No LGT
DEP RWY24 ARR RWY06	Rampart 1273FT	055º 466m FM ARP			No LGT

DEP RWY24 ARR RWY06	Sign 1264FT	060º 546m FM ARP			No LGT
DEP RWY24 ARR RWY06	Watchtower 1290FT	058º 664m FM ARP			No LGT
DEP RWY24 ARR RWY06	Watchtower 1282FT	061º 936m FM ARP			No LGT
DEP RWY24 ARR RWY06	Watchtower 1265FT	061º 1080m FM ARP			No LGT
DEP RWY24 ARR RWY06	Fence 1266FT	063º 1331m FM ARP			No LGT

OAMS AD 2.11 Meteorological Information Provided

1	Associated MET Office	OAMS MET OFFICE Contact by telephone COMM: +49 67621 2508 3130 GeMilNet: 90-9408-3130
2	Hours of operation	0030Z-1330Z
3	Office responsible for TAF preparation Periods of validity	Mazar-e Sharif ISAF MET Office Use station code EQBM 9HRS
4	Type of landing forecast Interval of issuance	METAR - Hourly SPECI – In case of significant weather changes
5	Briefing /consultation provided	Observations and forecasting or analysis available.
6	Flight documentation Language(s) used	English, German
7	Charts and other information available for briefing or consultation	METAR and TAF codes of airports, satellite pictures, significant weather charts, upper wind charts
8	Supplementary equipment available for providing information	NIL
9	ATS unit provided with information	Mazar TWR
10	Additional information	Mil Observations available (Mil Only) 0230 – 1430Z Tel Impulse cell + 49 3738 127 3883 or Roshan + 93 (0)798 289 357

OAMS AD 2.12 Runway Physical Characteristics

1	**RWY**	**06**	**24**
2	**BRG True and Mag**	65.8°T, Not Determined	245.8°T, Not Determined
3	**RWY Dimensions**	3180m x 44.5m 10,433 x 146 ft	3180m x 44.5m 10,433 x 146 ft
4	**PCN**	NIL Concrete	NIL Concrete
5	**THR Coordinates**	36°42'03,89451"N 067°11'35,33948"E FM THR06 to ARP – 4,88m FM ARP to THR24 – 1,69m	36°42'46,19894"N 067°13'32,25286"E FM THR24 to ARP + 1,69m FM ARP to THR06 + 4,88m
6	**THR Elevation**	THRE 1277FT	THRE 1255FT
7	**Slope of RWY/SWY**	NIL	NIL
8	**SWY Dimensions**	NIL	NIL
9	**CWY Dimensions**	NIL	NIL
10	**Strip Dimensions**	NIL	NIL
11	**Obstacle free zone**	NIL	NIL
12	**Remarks**	Aircraft arresting system (44-B-2L) is O/R located 549 m (1804 ft) from Rwy 24 threshold or 1073m (3521 ft) from Rwy 06 threshold available for Rwy 24 departure end engagement. Also Aircraft arresting system (44-B-2L) is O/R located 1073m (3521 ft) from rwy 06 threshold or 549 m (1804 ft) from Rwy 24 threshold available for Rwy 06 departure end engagement.	

OAMS AD 2.13 Declared Distances

1	**RWY**	**06**	**24**
2	**TORA**	3181 m / 10438 ft	3181 m / 10438 ft
3	**TODA**	3181 m / 10438 ft	3181 m / 10438 ft
3a	**TODA B East**	2475	
3b	**TODA C East**	1540	
3c	**TODA C West**		1580
3d	**TODA D West**		2495
4	**ASDA**	3181 m / 10438 ft	3181 m / 10438 ft
5	**LDA**	2658 m / 8721 ft	2658 m / 8721 ft
6.	**TDZ**	387 m / 1271 ft	384 m / 1260 ft
7	**Remarks**	NIL	NIL

OAMS AD 2.14 Approach and Runway Lighting

1	**RWY**	**06**	**24**
2	Type, length and intensity of approach lighting	Simple Approach Lighting System	Simple Approach Lighting System
3	Threshold lights, colors and wing bars	Green No Wingbar	Green No Wingbar
4	Type of visual approach slope indicator system	VASIS	VASIS
5	Length of RWY touchdown zone indicator lights	NIL	NIL
6	Length spacing color and intensity of RWY centerline lights	NIL	NIL
7	Length spacing color and intensity of RWY edge lights	3181m 60m White,	3181m 60m White,
8	Color of RWY end lights and wingbars	Red No Wingbars	Red No Wingbars
9	Length and color of stopway lights	NIL	NIL
10	Remarks	NIL	NIL

OAMS AD 2.15 Other Lighting, Secondary Power Supply

1	Aerodrome Beacon	NIL
2	Location and lighting of anemometer and landing direction indicator	NIL
3	Taxiway edge and centerline lighting	TWY edge lights only
4	Secondary power supply including switch-over time	Nil
5	Remarks	NIL

OAMS AD 2.16 Helicopter Landing Area

1	Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO)	NIL
2	TLOF and/or FATO area elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	Approach and FATO lighting	NIL
7	Remarks	NIL

OAMS AD 2.17 Air Traffic Services Airspace

1	Airspace designation and lateral limits	OAMS CTR 6 NM circle centered on the ARP
2	Vertical limits	SFC to 4000ft AMSL
3	Airspace Classification	D
4	Air Traffic Services unit call sign Language	Mazar Tower English
5	Transition attitude	14,000ft AMSL
6	Remarks	NIL

OAMS AD 2.18 Air Traffic Services Communications Facilities

Service designation	**Call sign**	**Frequency**	**Hours of operation**	**Remarks**
ACC	Kabul Center	**North sector** 118.3 MHz 242.6 MHz	H24	Guard Frequencies 121.500MHz 243.000MHz monitored during ATC operating hours
APP	N/A	N/A	N/A	NIL
TWR	MazarTower	135.35 MHz	0130Z – 1430Z	NIL
GROUND	N/A	N/A	N/A	NIL
ATIS	N/A	N/A	N/A	NIL

OAMS AD 2.19 Radio Navigation Landing Aids

Facility	Ident (Emission)	Frequency	Hours	Coordinates	DME antenna Elevation	Remarks
TACAN	MES	CH 72X	24H	N36°42'15.841 E67°12'49.961	3,55m	NIL

OAMS AD 2.20 Local Traffic Regulations

2.20.1 Aircraft captains shall acknowledge and comply with all instructions from MAZAR TOWER ATC. If a pilot is unable to comply with ATC instructions, he must inform the controller immediately and state the reason for non-compliance.

2.20.2 When operating in OAMS CTR, aircrew are responsible for their own terrain clearance at all times and for traffic separation irrespective of ATC instructions.

> *Note: Controllers shall inform the pilots about the **position** of any **known conflicting** traffic. Pilots are responsible for maintaining separation with any other aircraft, whether or not the controller has passed traffic information. It is accepted that this information may be inaccurate and its issuance is subject to controller's workload.*

2.20.3 D

2.20.4 **Taxi Procedures.**

2.20.4.1 All aircraft shall adhere to ATC and Follow-Me/marshaller taxiing instructions.

2.20.4.2 All ISAF and military aircraft, including commercial operators deployed by ISAF nations, shall expect Follow-Me, or Marshaller guidance for taxi to parking.

2.20.4.3 All Aircraft are not authorized to enter ISAF apron without Follow-Me or Marshaller guidance. The main taxiways E and F are closed for helicopter direct take-offs and direct landings.

OAMS AD 2.21 Noise Abatement Procedures

2.21.1 Overflight of MAZAR-E SHARIF noise abatement zone (NAZ) shall be avoided at altitudes below 4000 ft AMSL. MAZAR-E SHARIF TOWN NAZ is defined by a circle and radius 1.4 NM centered at 36°42'40.00'' N 067°06'36.00'' E.

OAMS AD 2.22 Flight Procedures

2.22.1 Arriving aircraft are to establish two-way communications with Mazar-e-Sharif TWR no later than 20 NM/ 5 min prior to arrival.

2.22.2 Departing aircraft are to contact Mazar-e-Sharif TWR before taxi for instructions.

2.22.3 All aircraft operating within the OAMS CTR shall operate on local QNH during the hours of ATC operation.

2.22.4 **No Radio (NORDO) Procedures**

2.22.4.1 If no contact is made with ATC the pilot shall:

a. Discontinue the approach.
b. Hold outside and continue to attempt to contact KABUL ACC;
c. at pilot's discretion divert to an alternate airfield;

2.22.4.2 If diverting is not possible due to low fuel status, declare an emergency and apply the following loss of communication procedure:

a. Stay VMC;
b. Squawk mode 3A 7600;
c. Continue approaching the airfield for runway in use;
d. Fly over the airfield on runway heading south of the runway at 500' AGL with gear down, showing landing lights and flashing all other available lights.
e. After overflight, turn to the north for a closed traffic circuit at, or above, 1000' AGL.

Observe Tower for light signals.

2.22.4.3 All aircraft should avoid overflight of Mazar city. In the absence of visual signals during the approach, having ensured that the runway is clear, pilots may decide to land, at their own discretion, but must be prepared to initiate "go around" due to conflicting traffic or a blocked runway.

2.22.4.4 After landing, the aircraft shall vacate the runway only via departure – end taxiways (Alpha/Bravo or Echo – depending on RWY in use), then stop and wait for Follow-Me.

2.22.4.5 **Aircraft experiencing NORDO after a landing clearance has been issued.**

2.22.4.5.1 The aircraft shall proceed in accordance with the clearance issued in absence of red light and/or flares.

2.22.4.5.2 After landing, the aircraft shall vacate the runway only via departure – end taxiways (Alpha/Bravo or Echo – depending on RWY in use), then stop and wait for Follow-Me.

2.22.4.6 **Aircraft experiencing NORDO whilst taxiing for departure.**

2.22.4.6.1 The aircraft shall stop, hold current position on the taxiway, expect to return to parking position, keep engines running, and wait for Follow-Me or observe light signals from TWR.

2.22.4.7 **Aircraft experiencing NORDO when lined-up for departure.**

2.22.4.7.1 If lined-up on the runway, the aircraft shall taxi down the runway, vacate at the earliest opportunity, then stop on the taxiway, and wait for Follow-Me vehicle guidance.

2.22.4.8 D

2.22.4.9 **Acknowledgement by an aircraft**

2.22.4.9.1 When in flight:

a. During the hours of daylight: by rocking the aircraft's wings;
Note. – This signal should not be expected on the base and final legs of the approach.
b. During the hours of darkness: by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

2.22.4.9.2 When on the ground:

a. During the hours of daylight: by moving the aircraft's ailerons or rudder;
b. During the hours of darkness: by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

OAMS AD 2.23 Additional Information

2.23.1 Due to intensive bird activity in the airport area between March and October, it is recommended to avoid low-level tactical departures (below 30 ft AGL).

2.23.2 The airport is not yet further protected by a fence. Traffic such as animals and pedestrians can move freely towards the aerodrome and may cause severe hazards to aircraft taking off, landing or taxiing.

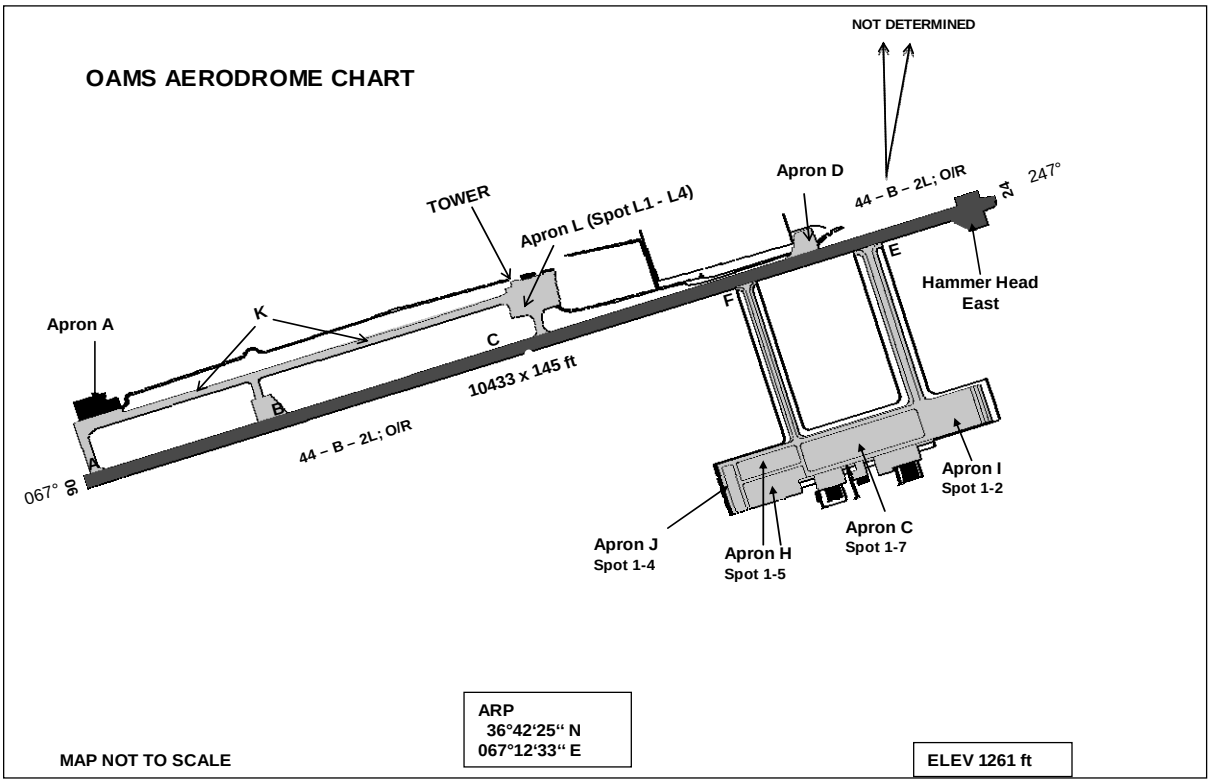
2.23.3 Unmanned Aerial Vehicles (UAV) are allowed to operate simultaneously with FW aircraft within CTR OAMS, if at or below 900 ft AGL and staying clear of standard approach and departure sectors and altitudes.

2.23.4 In case UAV operations are in progress MAZAR TOWER shall provide aircraft with information regarding the operating area, altitudes, and times of operation. Exact position reports of UAVs should not be expected.

2.23.5 ATC shall limit or deny the clearance for any UAV operation, if RW QRF, CASEVAC, MEDEVAC, EVAC operations are in progress in close vicinity of the UAV flight zone.

OAMS AD 2.24 Charts Related to an Aerodrome

ICAO Charts for Mazar-e Sharif Airport		
1	Aerodrome Chart - ICAO	Produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced



DISTANCES AT OAMS AIRFIELD RWY 06/24:

THRESHOLD 06	B	C	F	E	THRESHOLD 24
10433 ft					
2033 ft					
5277 ft					
7674 ft					
9101 ft					
				1332 ft	
			2759 ft		
		5156 ft			
	8400 ft				

AD 3. HELIPORTS

There are no dedicated heliports in Afghanistan at this time.